VOL. CCXIV, No. 2786

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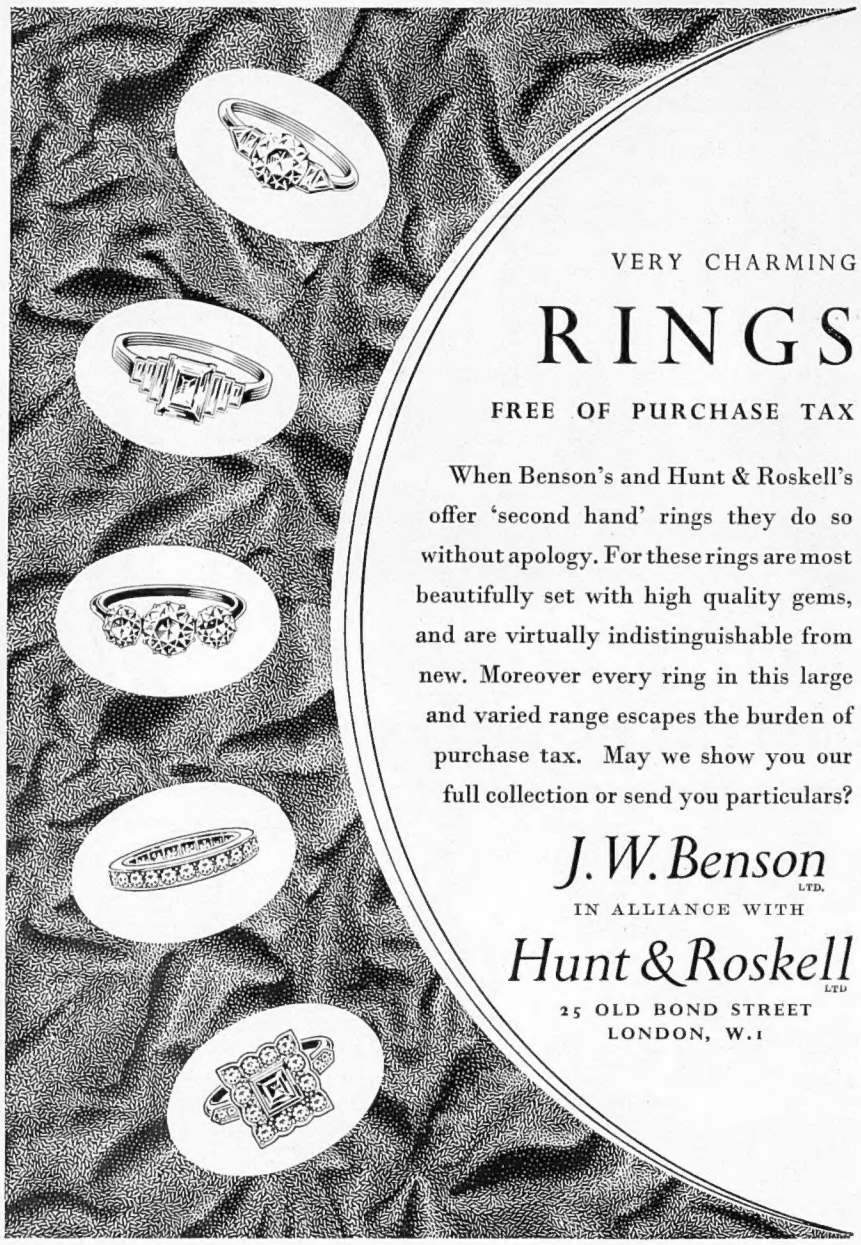

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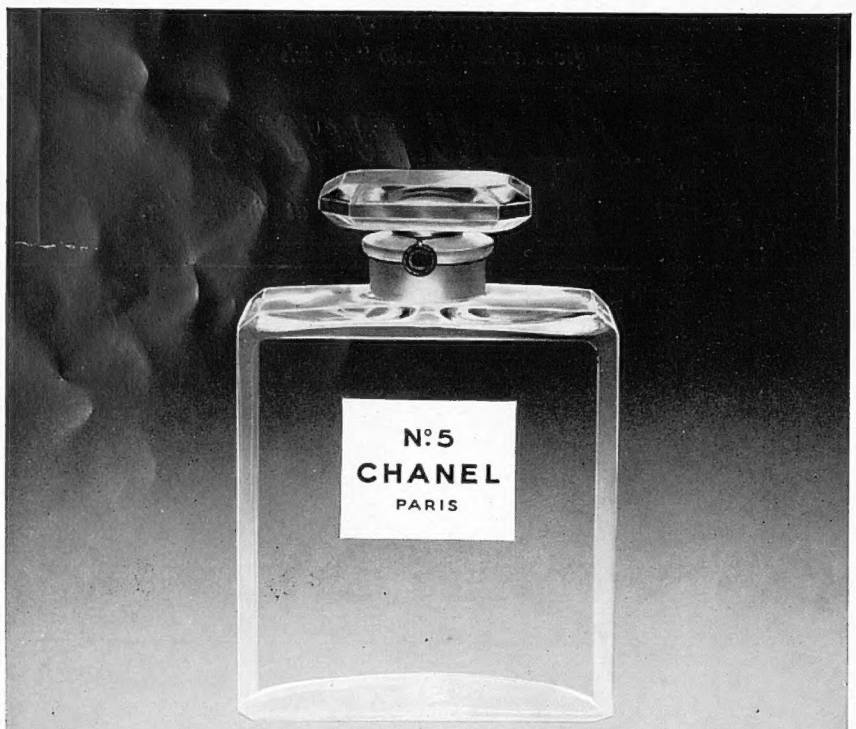

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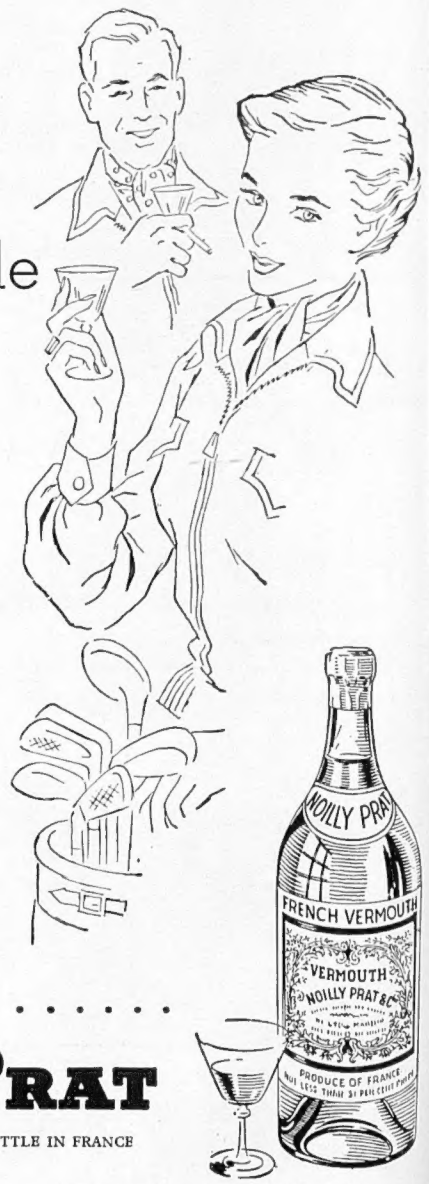

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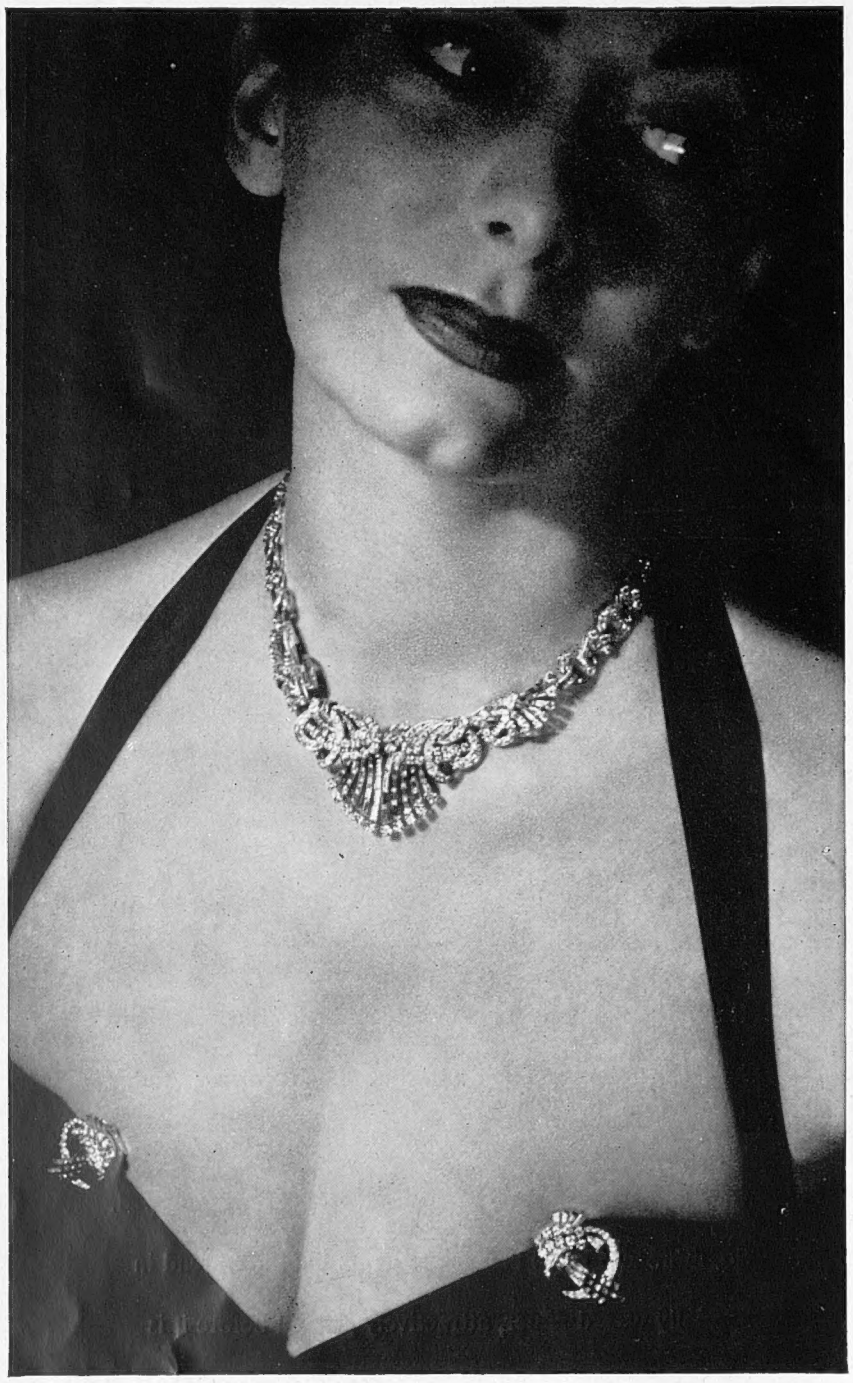

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Volume CCXIV No. 2786 The SPHERE, London, July 4, 1953

The SPHERE

with which is incorporated THE GRAPHIC

THE QUEEN'S SCOTTISH VISIT—HER MAJESTY, IN THE ROBES OF SOVEREIGN OF THE ORDER OF THE THISTLE, ARRIVING AT ST. GILES' CATHEDRAL LAST SUNDAY MORNING FOR THE CEREMONY AT WHICH THE DUKE OF EDINBURGH WAS INSTALLED AS A KNIGHT OF THE THISTLE : This was one of the events on the sixth day of the Queen's Scottish visit, which concluded last Monday evening after a tour of some of the principal centres in Lanarkshire. A record of this memorable Royal Scottish visit, with its numerous social and ceremonial occasions, is given in pictures on pages 4 to 14 of this issue.

The seven days occupied by the Royal Coronation visit to Scotland have been deeply memorable, for with the Queen in residence for a full week at the Palace of Holyroodhouse the people must have felt that Her Majesty had truly come among them ; that this had been something infinitely more than a routine visitation in Coronation year. This was no less apparent, perhaps, during the day spent in Glasgow and district, when the Queen and the Duke walked through one of the housing estates quite informally and obviously enjoyed themselves to the full. Last Sunday one of the great ceremonial events of the visit took place when the Queen, a regal figure in the flowing mantle of Sovereign of the Order of the Thistle, visited St. Giles' for the installation of the Duke of Edinburgh as a Knight of the Thistle. This ceremony, which was deferred a year ago owing to the Duke's illness, took place in the Chapel of the Thistle.

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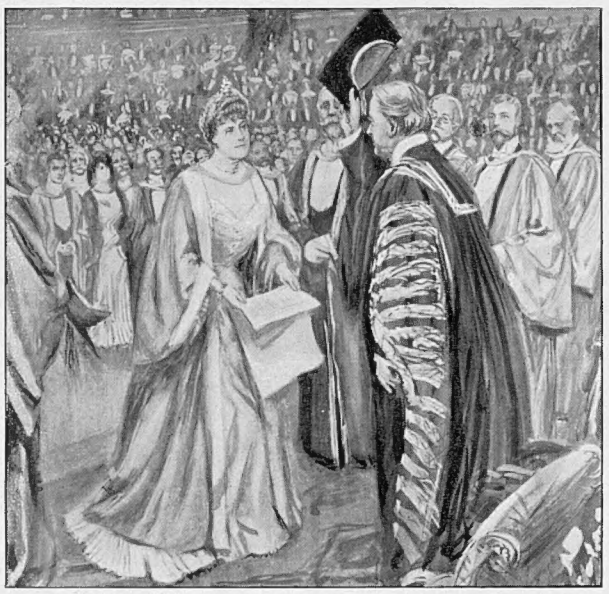
FROM "THE SPHERE" OF 50 YEARS AGO



THE PRINCESS OF WALES AS A DOCTOR OF MUSIC: This was the scene at the Albert Hall in 1903 when Lord Rosebery, as Chancellor of the University of London, conferred the honorary degree on the Princess (later Queen Mary). It was the first time that the University had conferred honorary degrees; other recipients being the Prince (George V), Lord Kelvin and Lord Lister. The Princess was presented by the Vice-Chancellor, Dr. Pye Smith, and her robe was scarlet, with a cream-lined hood.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

BRISTOL

The City of the Cabots and the Wills

By ROY JENKINS

With Drawings by Jack Merriott

A London Newslette

195–198, STRAND, W.C.2.

The Sovereign in Edinburgh.—The Court goes annually to Holyrood, but some of the ceremonies of this Coronation visit must find a parallel in 1822 when George IV made a good impression on Edinburgh and won over the last chieftains with bitter memories of the Act of Union and the '45. There hangs in the Lochearnhead home of the MacGregors a contemporary picture showing that clan doing their turn in guarding the Regalia. The chief of this clan, outlawed and ruined in the troubles, spent, with others, what he could not afford in dressing-up for the occasion. The King set the fashion, and on August 17, 1822, Mr. Stuart (as quoted by Creevey) wrote to Mr. Furguson of Raith: "Sir Walter Scott has ridiculously made us appear to be a nation of Highlanders, and the bagpipe and the tartan are the order of the day." Certainly, the cairngorm and the eagle's feather were in demand. Full fig was the order of the day. In 1822 the chieftains all flocked to their town houses in Edinburgh. In 1953 they fill the hotels or drive in. In 1822, many of them were ruined by the show, if not already ruined. In 1953 the show will not have made much difference in their financial state. They all possess their finery and often wear it and, anyway, its cost is a fleabite in the total demanded by Mr. Bloodsucker. They do these things beautifully in Scotland, their capital is the perfect setting for their pageantry, and they have more romance to the square yard than has London (the City, Westminster and St. James's apart). Certainly nothing was wanting in 1953 to bring out the romantic aspects of the scene and setting and the nation's loyalty and affection. If these things were shown in 1822 to George IV, what would you expect in 1953 for Queen Elizabeth?

"A Title for the Duke."—Symptomatic of our national vice of running the subject or fashion of the day to death, the discussion on a suitable title for the Duke of Edinburgh goes on and on and on. Let 's forget it. The Duke has a very suitable title derived from the capital of our sister nation, and a charming capital, too. He is a peer and a Privy Councillor and I cannot believe that, without legislation and a fancy name (and what is more hideous than the word "Consort"?), he may not look into State papers and give the Queen his views on them. Her Private Secretary is a Privy Councillor, and it is his job to see such documents and present them with his views. It wasn't legislation or a fancy name which made Prince Albert Queen Victoria's right-hand man and counsellor (and practically Sovereign). It was his worth, his political wisdom, his shrewd and disinterested statecraft, the trust which came to be reposed in him first by the Queen, next by the Premiers of both parties. The Duke has all Prince Albert's qualities already apparent in him. The people trust him, statesmen trust him, the Queen (need it be said?) trusts and relies on him. And, anyway, how can fancy name or an Act of Parliament "legalise" t Queen's private discussions on State affairs with husband? "Consort" be damned! We just every subject to death or yawning point. What the result? The public (even British) at last gro bored with it and *that is why* English social histo clearly shows that human progress in this island never straight forward or straight downhill, but alwa by fierce reactions, as we bump from extreme extreme, from one fashion carried to all lengths until outrages, shames or bores us, sharply back to t opposite extreme. Fielding's coarseness or Caroli Lamb's publicity led us back to Jane Austen a the drawing-room convention in literature, the Regen led to Victorianism, prudishness succeeds licen women, ashamed of wearing no clothes, put on seve petticoats and dress up like Christmas-trees and bun back again to brassards and bustles; we ha waves of free-thinking and suddenly fill the church again; one day we worship film-stars, another G or princesses. Moderation is not in us. Nothing pe sists with us but death, income tax and our devotio to sensations, sport and to the Monarchy. The vi of running every subject to death shows that with the exact simile of our "progress" is not Pilgri stumping along the straight path to Heaven, nor t Gadarene herd rushing straight down to Hell, but empty cask in a narrow tideway being bumped fro bank to bank.

THE QUEEN MEETS THE ARGYLLS' PONY MASCOT IN SCOTLAND

AN INCIDENT WHICH TOOK PLACE JUST AFTER THE QUEEN HAD INSPECTED THE GUARD OF HONOUR DRAWN UP OUTSID THE PALACE OF HOLYROODHOUSE AT THE START OF HER STATE VISIT TO SCOTLAND: As soon as Her Majest had inspected the men of the Argyll and Sutherland Highlanders, under the command of Major I. Scheukmei she left the ranks and walked across the forecourt of the Palace to where the Shetland pony Cruacha stood, and patted him several times. The incident clearly delighted those present at the ceremon

Revolt Against Communism?—Sunday newspaper editors want a startling headline there are to-day more important matters afoot tha social functions, murder trials and Test matches. It is impossible to read the news out of East Germany—though, of course, it must be read with reserve an coolness—without feeling that here is news transcend ing in importance even affairs in Korea. It is clea that the trouble in Berlin was only a beginning an only a part of a much greater movement in the indus trial areas under Communist control to rise *en mass* against the tyranny, slavery and injustice of Stalin' methods, and all recent manifestations since his death fall into place in logical pattern. Clearly Stalin' successors had seen the "red light" and had recognise that, in the enslaved countries, outside Russia, at any rate, the yearning for the lost freedoms of democracy was growing, envy of the rather prettier picture of life under Western democracy was sharpening, and the time had come for Russia's new rulers to borrow from the West the bare minimum of the democratic patent which might for a time, while saving Soviet face, dis guise the iron hand in some semblance of velvet glove for the industrial and more robust sections of those enslaved nations still not 100 per cent. converted, still hankering after the freedoms they have lost. And the first steps of the new rulers in Russia have all been on the lines of conciliation and concession *vis-à-vis* the West. Events now prove that their change of heart was a change of policy—expediency which their

intelligence service warned them was necessary in the new temper of some of their satellites. The revolt against slavery and regimentation-*à-outrance* has quickly travelled, like fire over stubbles behind the wind from beyond Berlin. Aue is near the Czech border, a dangerous neighbourhood for revolt. At Halle, the great Leuna plant was partly destroyed.

History in the Making.—All the facts are not yet known. Much of the damage and the revolts have probably been exaggerated, but enough is proved to admit of a verdict that the first important sign of a revolt against tyranny in the Soviet bloc has given a tremendous jolt to the system, a mighty boost to Western ideals of democracy. We in the West *have something* which Communism lacks, and that something, at least in satellite countries, has been too long withheld from the robuster elements. The delay has resulted in fierce outbreaks, and face-saving is made more difficult. But it is difficult to believe that the new rulers will fail to see that violent repression will be the most dangerous and futile method of face-saving, and that concession and admission of faults, though it may encourage further demands, is the only course of wise statesmanship. In the world, freedom has faltered long. Now it lifts its head and highly civilised nations in Europe are once again demanding what backward nations of all colours have been demanding and securing all over the world as an acknowledged right of human beings. It is odd that the Czechs (of all people) have so long forgone that human right which painted savages are winning for themselves everywhere. All of which is much more exciting and important than most of the trifles rammed down our throats *ad nauseam*.

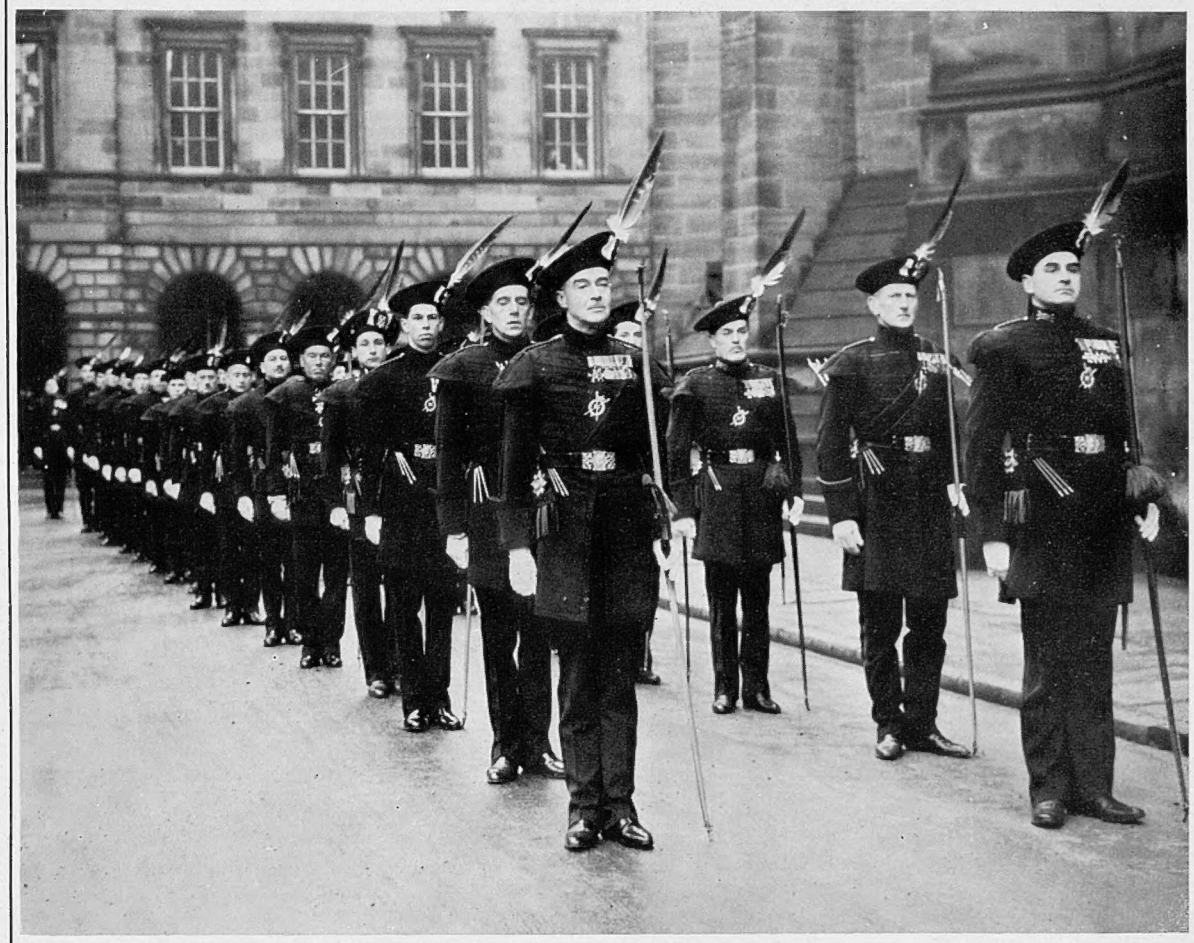
Top of the World.—The pictures of the conquest of Everest released by *The Times* on June 19, 1953, have interested thousands of people. That photograph taken by Edmund Hillary on the top of the world, "about half-past eleven on the morning of May 29, 1953," should afford humanity an occasion for an annual one-minute silence, when all men would pause in their daily round and "think on those things"—on success and failure, on the spirit of man, on pride and humility, on the things that matter and the things that seem to matter, on life and death and the hereafter, and on the meaning of human existence. The top of the world proved to be "a symmetrical and beautiful snow cone." The view from it was not at all spectacular. All below looked flat and monotonous. Here is a lesson for V.I.P.s and the infant school. 28,000 feet look flat to 29,000-ft. viewers. That is the worst of getting what you want. You tend not only to "scorn the base degrees by which you did ascend" but to ask for more. But what is certainly true of the climber who, having got his viscountcy, yearns for an earldom, or having scooped up his quarter-million, finds himself "poor indeed," is less obviously true of the true climber. You can win your peerage without risking your life and not always your dignity, but your true climber climbs on spiritual rungs and never yet reached the summit without a philosophy soaring above petty, personal and material ambitions.

A Friendly Island Queen.—Hail, Salote! This Queen of a hundred friendly islands has won the respect and affection of all sorts and conditions in our island during her visit here. I have heard her praises from many angles and *milieus*. She is more than "every inch a Queen." She has been described as a grand woman, a noble character, an unforgettable personality, with abounding humour, humanity and good sense. The splendour and richness of ceremonial, priceless jewels and frocks may well become a Queen, but cannot make a Queen. That we might learn from Queen Victoria, the ex-Queen of Holland; yes, and from our own young Queen. No one wears and graces such splendours better than our Queen, but they do not make her more queenly than she is on unceremonial occasions. It is a matter of character, training and habit. And that goes for Queen Salote. Her people will look forward to December when our Queen will pay a "return visit" to those friendly islands, and I make no doubt that, if the visit lack some of the pomp and circumstance of Coronation time in London, our Queen will make as good an impression on those islanders as did Queen Salote on us, without the artful aids of pageant finery.

Electricity in Rural Areas.—Brave words were said by a responsible Minister in Parliament on the subject of electricity for rural areas. What or who will implement them, unless it be the public, cynical or apathetic or too lazy to put pressure on their M.P.s? Twenty years ago I sued for the main to be carried half a mile to link up with my house and twenty-five others clamouring for it in the village community below my small acreage. I was told it might be done some day if I would find £1,000 towards the capital cost; my neighbours in like proportion! The war came, but the day never came. Now it is perhaps nearer. There is the promise of a development, not for our community of twenty-five houses, but for my own house and one selected neighbour, but only if we find £750 towards the cost. In the face of the Minister's brave words of last week, why should we? The guarantees we are compelled to make of minimum user annually are all the authority needs to safeguard its capital outlay. It doesn't even pay us peppercorns for way-leaves. I still prefer the worry of making my own juice to bureaucratic blackmail and a chancy service.

THE OLD STAGER

THE ARCHERS AND TWO OF THE GREAT OFFICERS OF SCOTLAND



THEY GUARD THE QUEEN DURING HER VISITS NORTH OF THE BORDER: The Queen's Bodyguard of the Royal Company of Archers, who hold a position in Scotland similar to that held by the Yeomen of the Guard in England. The colour of their uniform is green. The present Captain-General of the Archers is the Earl of Stair.

During the Queen's Coronation visit to Scotland the Royal Company of Archers acted as Her Majesty's bodyguard, one of their duties being to walk alongside the Royal coach during the State Drive to St. Giles' Cathedral, Edinburgh, for the National Service of Thanksgiving and Dedication. The archers also kept watch over the Honours of Scotland as they were conveyed first from Edinburgh Castle to the Palace of Holyroodhouse and then to the Cathedral. The Royal Company of Archers is the chief Scottish Archery Society. Originally a semi-military body constituted in 1676, it was formed by an Act of the Privy Council of Scotland to act as the Sovereign's bodyguard for Scotland. It holds its rights and privileges of the Crown for the payment of a pair of barbed arrows. One of the Company's most interesting trophies is the "Musselburgh Arrow," first shot for in 1603, possibly even earlier, in that town, while the most curious is the "Goose Medal." Originally a goose was buried in a butt with only its head visible, and this was the archers' mark; later a small glass globe was substituted.

HE BORE THE STANDARD OF SCOTLAND IN THE PROCESSION TO ST. GILES' CATHEDRAL ON THE DAY OF THE NATIONAL SERVICE: The Earl of Dundee, Hereditary Standard Bearer of Scotland, who rode in the procession from Holyroodhouse immediately in front of the carriage carrying the Lord Lyon King-of-Arms. He was supported by two Squires. In this picture the Earl is seen wearing the coronet of a Viscount.

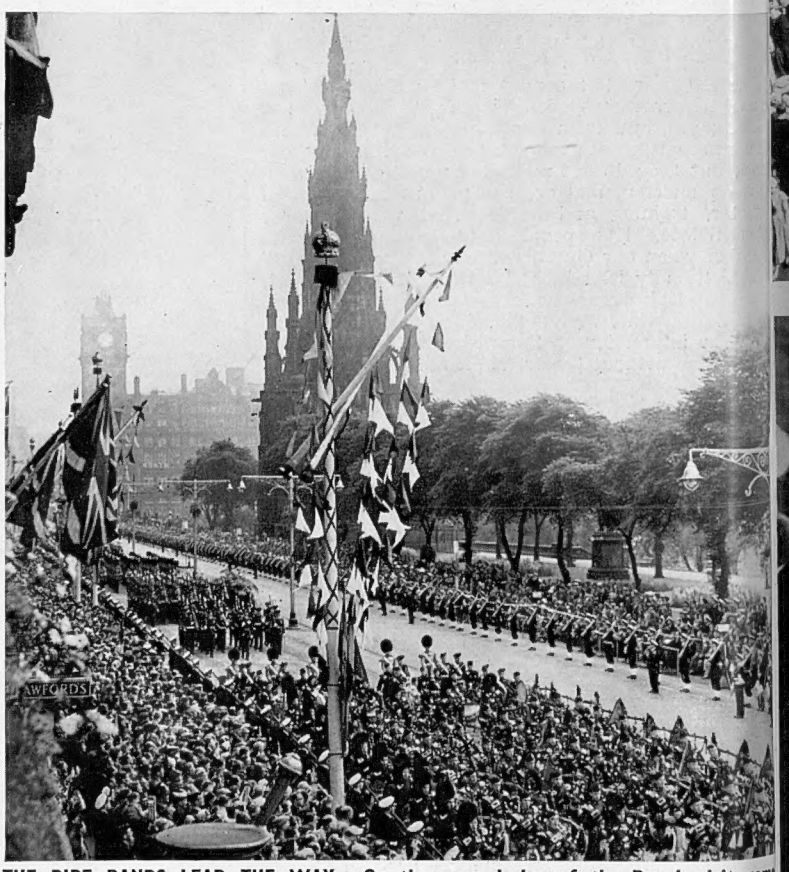
THE HEREDITARY LORD HIGH CONSTABLE OF SCOTLAND, "UNTO WHOM ALL THE CEREMONIES OF THE SWORD OF STATE DO DULY AND PROPERLY BELONG": The Countess of Erroll, wife of Captain Rupert Iain K. Moncreiffe, who appointed the Earl of Home, Minister of State for Scotland, to be her "lawfully constituted deputy" to bear the sword during the National Service. The Countess is also Chief of the Hays.

THE QUEEN AND THE DUKE OF EDINBURGH ARRIVE AT PRINCES STREET STATION AT THE START OF THEIR WEEK'S VISIT TO SCOTLAND : Her Majesty the Queen is seen reviewing the 2nd Battalion the Scots Guards after stepping from the Royal coach in the train which brought her from London. The first to board the train had been the Secretary of State for Scotland, and on the platform Her Majesty had been met by the Lord Provost of Edinburgh, Sir James Miller, the Magistrates and members of the Town Council. The Queen wore an azure blue fitted coat with pressed pleats down the front of the skirt. The Duke was in the uniform of an Admiral of the Fleet.

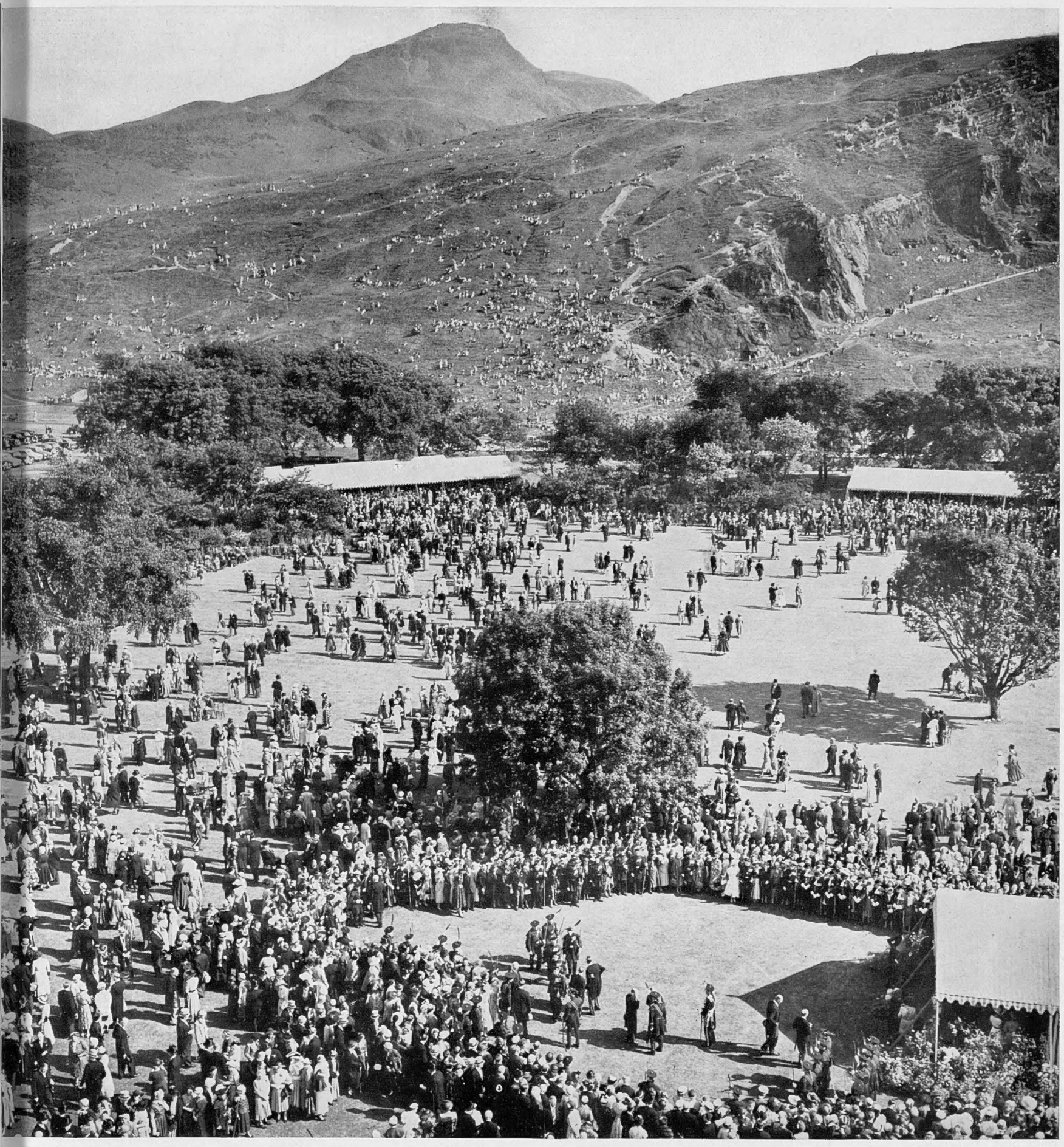
THE CORONATION VISIT TO SCOTLAND

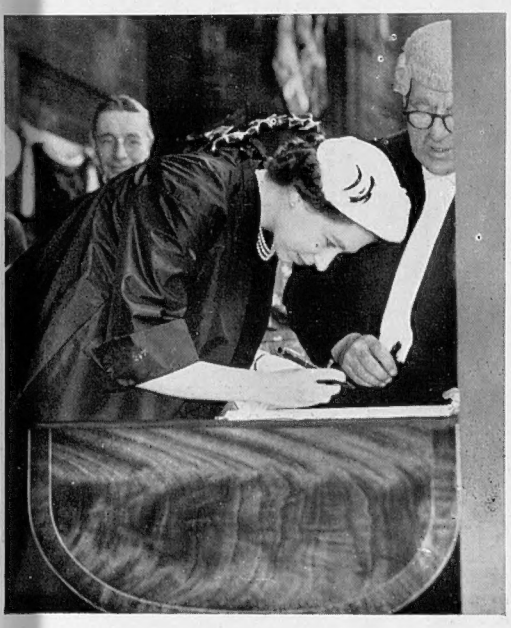
THE QUEEN AND THE DUKE ARRIVE IN EDINBURGH ; THE GARDEN PARTY AT HOLYROODHOUSE ; GLASGOW'S GREAT WELCOME AT HAMPDEN PARK

THE STATE ENTRY INTO THE CITY OF EDINBURGH : The Queen and the Duke of Edinburgh driving along Princes Street on the morning of their arrival, when great crowds cheered them on their way to the Palace of Holyroodhouse. After a short rest the Queen and the Duke began their round of engagements, which included a lunch with the Corporation.



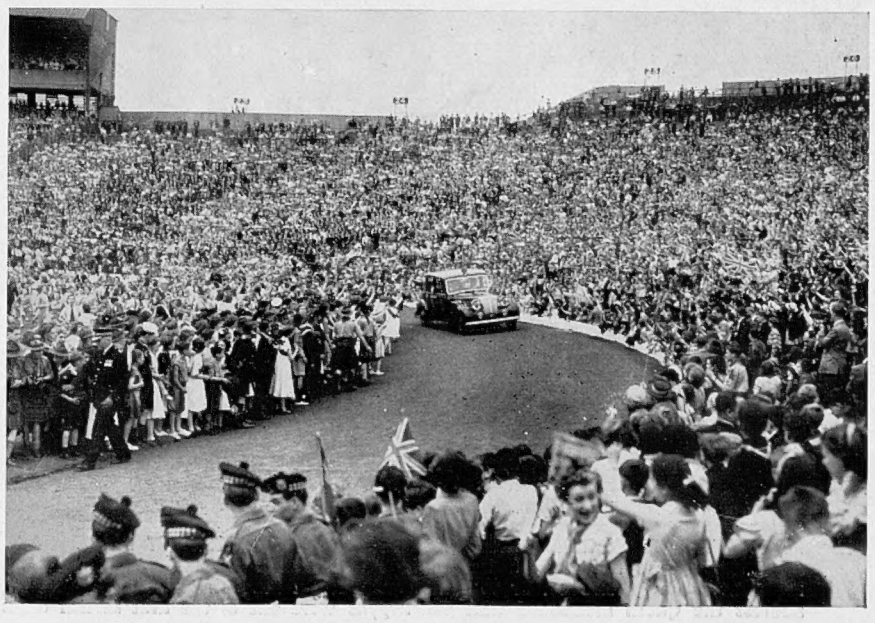
THE PIPE BANDS LEAD THE WAY : On the second day of the Royal visit came the procession to St. Giles' Cathedral for the service of Thanksgiving and Dedication. Heading this cavalcade were the pipers marching eight abreast.

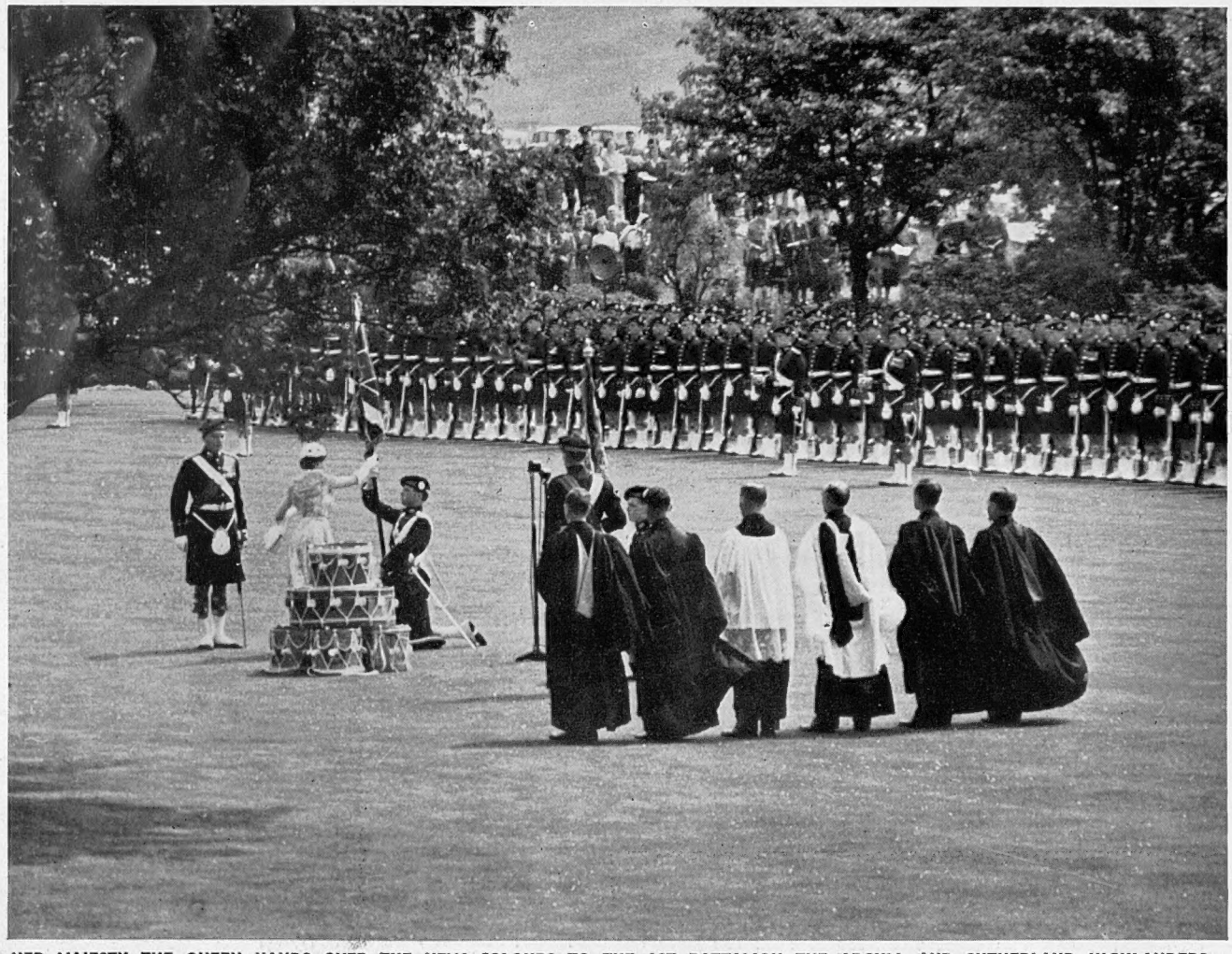




ON A DAY OF SUNSHINE AND NATIONAL THANKSGIVING — THE GARDEN PARTY IN THE GROUNDS OF THE PALACE OF HOLYROOD-HOUSE : This was the animated scene as the Queen and the Duke rounded off a memorable day by receiving no fewer than 8,000 guests, representative of many walks of Scottish life. Beyond the grounds the car parks were thronged with cars which had brought the guests. On the hills above Holyroodhouse spectators gathered to look upon the scene.

THE VISIT TO GLASGOW AND DISTRICT : *Left*—The Queen signing the Visitors' Book on her arrival at Paisley. *Right*—The Queen and the Duke driving round the sports arena at Hampden Park, Glasgow, where they were cheered by a vast array of schoolchildren. Marshalled evenly round the high terracing of the stadium were 50,000 schoolchildren and members of twenty-one youth organisations. The huge stands also accommodated 18,000 adult visitors.





HER MAJESTY THE QUEEN HANDS OVER THE NEW COLOURS TO THE 1ST BATTALION THE ARGYLL AND SUTHERLAND HIGHLANDERS: After the Colours had been dedicated by the Assistant Chaplain-General the Queen handed them to the "two sons of the Regiment," the Queen's Colour to Lieutenant Duncan Darroch and the Regimental Colour to Lieutenant Ian Robertson. In her address the Queen mentioned that the Argylls were one of the first British units to join the United Nations forces in Korea.

OPENING A NEW CHAPTER IN THE PROUD AND GLORIOUS HISTORY OF THE 1ST BATTALION OF THE ARGYLL AND SUTHERLAND HIGHLANDERS: The Queen addressing the battalion at the ceremony in the gardens of the Palace of Holyroodhouse at which she presented new colours. Thousands of people watched the stirring scene from the slopes of the Queen's Park overlooking the Gardens, and many thousands more were able to witness the spectacle on television. This was on the fourth day of the Royal visit to Edinburgh when the Queen and the Duke had a twelve-hour programme, starting with the presentation of colours at 11.30 a.m. and concluding with their return to Holyroodhouse at 11.15 p.m. after Her Majesty had lit a torch which was to be carried in relays to light the bonfire on the heights known as Arthur's Seat. Other events on this great day of pageantry were the drive along the Royal Mile for the presentation of the key of Edinburgh Castle and the youth rally held at Murrayfield in the afternoon.

DAYS OF PAGEANTRY in SCOTLAND'S CAPITAL

THE QUEEN WITH THE ARGYLLS, AND THE CEREMONY OF THE KEY AT EDINBURGH CASTLE

THE CEREMONY OF THE KEY AT EDINBURGH CASTLE—A DRAMATIC MOMENT IN THE AGE-OLD CEREMONIAL: The landau in which the Queen and the Duke of Edinburgh were driving came to a halt outside the Castle gates. After the Queen had instructed the Lord Lyon to summon the Castle with a fanfare, the sergeant and the sentry of the guard suddenly appeared menacingly upon the battlements, the sergeant calling, "Halt, who goes there?" After the order to advance, the Castle gate was opened by the corporal of the guard, and the Governor emerged to present to Her Majesty "the key of the Ancient Castle of Edinburgh." As the Queen received the key the Union Jack was hauled down at the highest point of the Castle and replaced by the Royal Standard. Within the Castle precincts the Queen and the Duke visited the Scottish National War Memorial. *Below*—The Royal carriage leaving the Castle Esplanade. The landau was drawn by four greys.

ARRIVING AT ST. GILES' CATHEDRAL FOR THE INSTALLATION SERVICE : The Queen and the Duke of Edinburgh ascending the steps of the Cathedral, where they were welcomed by a guard of honour of the Royal Company of Archers. During the short service of installation the Queen made known her pleasure that the Duke be installed as a Knight of the Order, and the latter was then conducted to the vacant stall which was at the Queen's right hand.

THE DUKE INSTALLED AS A KNIGHT OF THE THISTLE

The Queen, as Sovereign of the Order, Accompanies the New Knight to the Installation Service at St. Giles' Cathedral

THE QUEEN, WEARING HER CORONATION GOWN BENEATH HER GREEN MANTLE, WALKS WITH THE DUKE OF EDINBURGH TO THE INSTALLATION SERVICE : The Queen's train was borne in the procession to the Chapel of the Thistle by the Hon. J. D. Bruce, youngest son of Lord Elgin.

THE QUEEN LIGHTS THE MASTER FLAME : Watched by the Duke of Edinburgh and Sir James Miller, the Lord Provost, Her Majesty applies a light to the urn at an evening ceremony in Holyrood Park. Torches were then lit from the master flame and carried by athletes to the heights of Arthur's Seat, and there applied to the wood gathered for the midnight bonfire. Owing to mist, the bonfire was not seen clearly by the Edinburgh crowds.

AFTER ATTENDING THE HISTORIC NATIONAL SERVICE OF THANKSGIVING AND DEDICATION: The Crown of Scotland, borne by the Duke of Hamilton, preceding the Queen and the Duke of Edinburgh as they left St. Giles's Cathedral. A few minutes before this closing scene in St. Giles's, the Queen, in the presence of the great congregation of 1,600, representative of every phase in Scottish life, had taken into her hands the Crown of Scotland, resting on its crimson velvet cushion. Her Majesty then returned the crown to the Duke of Hamilton, who, preceded by the Earl of Home, bearer of the Sword of State, and the Earl of Crawford, bearer of the Sceptre, then led the procession down the aisle. This was the first time that the Honours of Scotland had been carried in a public procession since the visit of King George IV to Edinburgh in 1822.

On left—

THE DUKE OF HAMILTON BEARING THE CROWN OF SCOTLAND DRIVES THROUGH THE STREETS OF EDINBURGH IN ADVANCE OF THE QUEEN: There was continuous cheering all along the route as the Honours of Scotland passed by, and even louder cheering for the Queen and the Duke of Edinburgh, the latter in Field Marshal's uniform.

THE HONOURS OF SCOTLAND

Are Borne Before the Queen

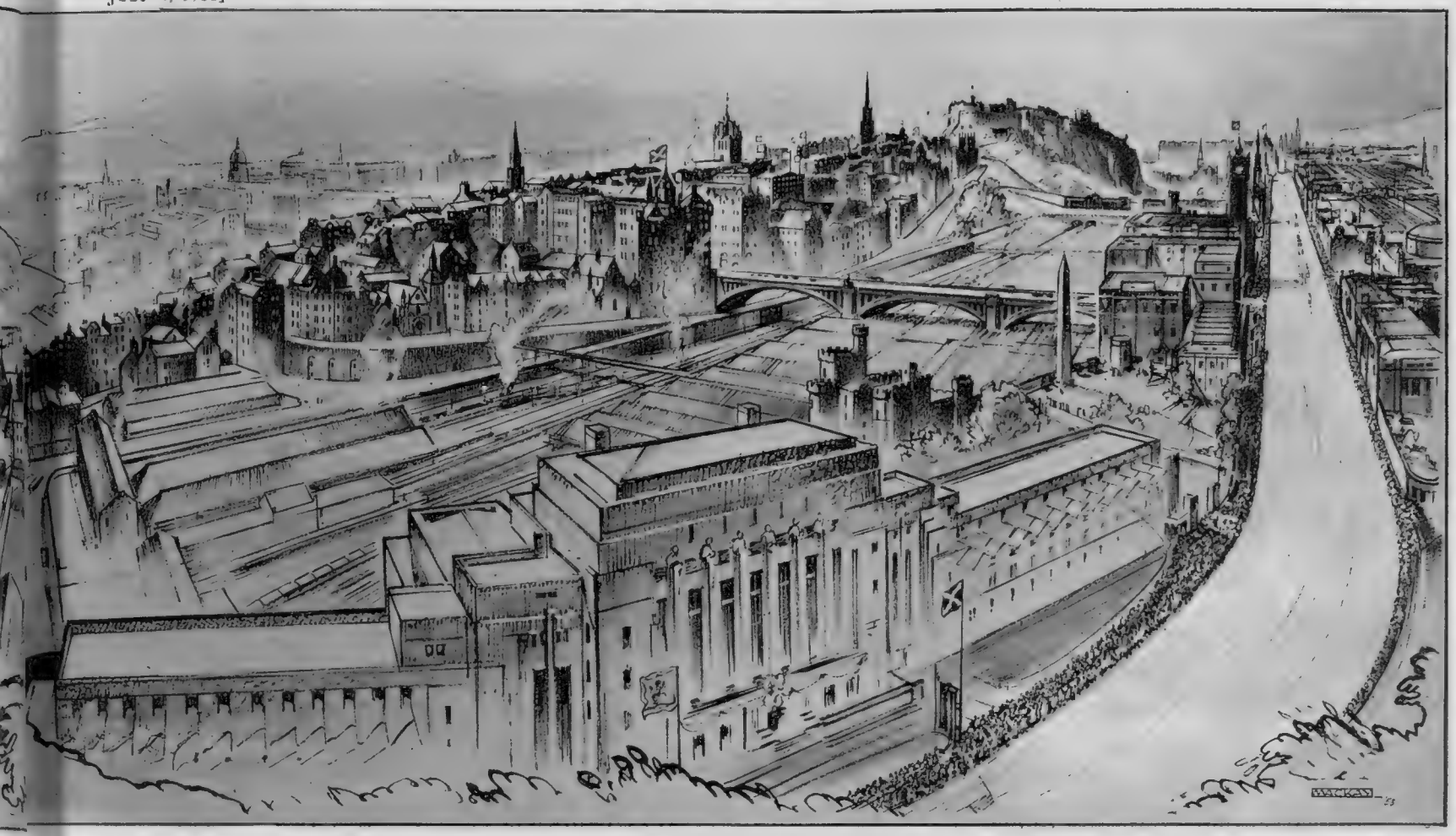
HER MAJESTY WITH THE DUKE OF EDINBURGH IN ST. GILES'S CATHEDRAL

ROUND and ABOUT the ROYAL MILE

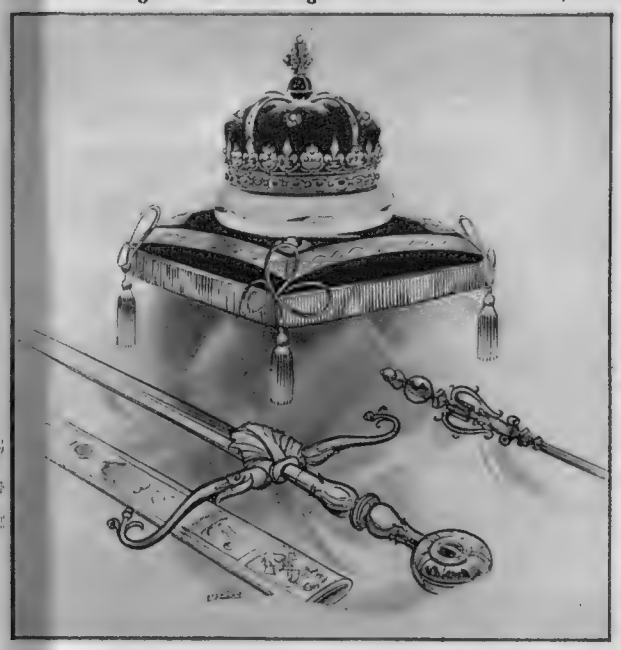
Drawings Made in Edinburgh by John Mackay on the Occasion of the Queen's State Visit

On left—

THE STATE PROCESSION TO ST GILES'S CATHEDRAL FOR THE NATIONAL SERVICE OF THANKSGIVING AND DEDICATION: John Mackay gives an impression of the scene as the Royal coach, drawn by the four greys, arrives at St. Giles's Cathedral. For the first time in the Sovereign's Coronation year since Charles I was crowned at Holyrood on June 18, 1633, the ancient Honours of Scotland preceded the Queen in procession through the streets of Edinburgh. The service was held by Her Majesty's special wish, and it was also her wish that the congregation invited to the service should as far as possible represent every aspect of the life and work of the Scottish people. Escorts of the Household Cavalry, one of which is seen in the picture, preceded and followed the Royal carriage. Also in the procession went the Heralds, headed by the Lord Lyon King-of-Arms.



ALONG THE FAMOUS ROYAL MILE, THE THOROUGHFARE WITH A FORTRESS AT ONE END AND A PALACE AT THE OTHER: In this drawing specially made for "The Sphere," John Mackay shows the Prospect of Edinburgh from the Nelson Monument on Calton Hill, showing the great thoroughfare along which the Queen and the Duke of Edinburgh have driven three times in State during the past days of the Royal visit, which concluded on Monday last. On the extreme left is Holyroodhouse, where the Queen and the Duke took up residence, and towering in the distance is Arthur's Seat, with the Salisbury Crags slightly below. Dominating the foreground on the right is St. Andrew's House, the big Government office, and stretching away from it is Princes Street. The Castle lies in the background.



THE SCOTTISH REGALIA, ANCIENTLY STYLED THE HONOURS OF SCOTLAND: The Crown of Scotland, the Sword of State, and the Sceptre, which were carried before the Queen to St. Giles's Cathedral prior to the service on June 24. The Crown was remodelled by order of James V in 1540, but there is no precise evidence of its antiquity. The beauty of the Crown has been enhanced by a new bonnet, ermine and cushions. The sceptre, a rod of gilded silver, was presented by Pope Alexander VI to James IV in 1494.

From Tuesday, June 23, to Monday, June 29, Edinburgh was *en fete* for the State visit of Her Majesty the Queen and His Royal Highness the Duke of Edinburgh, and the loyal citizens of the Scottish capital were able to see their newly-crowned and anointed Queen on a host of occasions as they came and went in the city, having taken up residence at the Palace of Holyroodhouse. On the opening day there was a Royal drive from the station to Holyroodhouse (a State entry into Edinburgh), a luncheon in the City Chambers, and a Presentation Party on the lawns of the Palace in the afternoon. On the second day came the National Service of Thanksgiving and Dedication at St. Giles's, when the people were able to see the Scottish regalia. On this second day there was another garden party at the Palace, while on the third Her Majesty left early in the morning for Glasgow and Paisley, returning by train in the early evening. On the fifth day came the ceremonial of the presentation of the Castle Key at Edinburgh Castle. The fact that the key presented to Her Majesty does not fit any door in the Castle only heightened the symbolism of the ceremony. Since the twelfth century the Governor of Edinburgh Castle has been responsible for the safety of the key of the Castle, and many brave Scots have given their lives to protect the Castle against the enemies of the sovereign. Sunday, June 28, the sixth day, was another day of gorgeous ceremonial, with the Thistle Installation Service at St. Giles's Cathedral, while on Monday, June 29, the Queen and the Duke toured towns and cities in Lanarkshire, Lanark, Motherwell, Airdrie and Coatbridge being visited before the final return to Holyroodhouse prior to departure for London.

THE PROCESSION THROUGH THE NAVE OF ST. GILES'S CATHEDRAL: The Queen, preceded by the Honours of Scotland, as she walked up the central aisle to her place in the Cathedral, where she gave thanks in the presence of the Scottish people. The task of bearing the Honours of Scotland was entrusted to three peers.

THE PANOPLY OF SCOTLAND

Some of the Notable Figures who Took Part in the Ceremonial Connected with the Queen's Visit to Edinburgh

MEMBERS OF THE SCOTTISH PEERAGE WALKING IN PROCESSION TO ST. GILES'S CATHEDRAL FOR THE SERVICE OF THANKSGIVING AND DEDICATION: The peers of Scotland formed only one of several processions which preceded the Queen into St. Giles's. One procession was of Scottish local authority representatives, headed by Sir James Miller, the Lord Provost of Edinburgh.

THE SCOTTISH JUDGES WALK TO ST. GILES'S: Each of the processions was escorted by members of the Royal Company of Archers.

THE HONOURS OF SCOTLAND ARE REMOVED FROM THE CROWN ROOM AT EDINBURGH CASTLE: Robert Slater, the Warden of the Regalia, carries the Lord Treasurer's Mace as he walks in front of Mr. W. D. Collier, the Queen's Remembrancer, who carried the Crown upon its cushion. Behind the Crown were borne the Sceptre and the Sword of State. In the presence of the Commissioner for the Regalia, the Honours were then handed over to the Lord Lyon King-of-Arms, who took them under escort to the Palace of Holyroodhouse before the start of the Royal procession, in which they preceded the Queen.

THE KNIGHTS OF THE THISTLE AT ST. GILES'S: The Knights have their chapel within the Cathedral, and last Sunday, the sixth day of the Royal visit, the Thistle Installation Service took place.

THE MEMBERS OF THE LYON COURT AND THEIR PART IN THE CEREMONIAL OF THE QUEEN'S VISIT: Lieut.-Colonel Lawson, Marchmont Herald, carrying the Sword, Lieut.-Colonel Balfour Paul, Rothesay Herald, carrying the Sceptre, and Sir Thomas Learney, the Lord Lyon King-of-Arms, carrying the Crown, are seen (*left*) as they crossed the drawbridge of Edinburgh Castle with the Honours of Scotland, which they conveyed to Holyroodhouse. *Right*—Waiting to enter the carriage.

THE ISLANDERS BRING THEIR FURNITURE DOWN TO THE SHORE BEFORE TRANSFERRING IT BY OPEN BOAT TO THE BLACK-HULLED STEAMER "HEBRIDES," WHICH LATER TRANSFERRED THEM, TOGETHER WITH THEIR BELONGINGS, TO THEIR NEW AND MODERN HOMES IN MULL: Altogether twenty-five Soay islanders have been moved by the Department of Agriculture for Scotland. The total cost of evacuating the families and settling them anew has been about £13,000. The transference had become essential as it is no longer deemed possible for the islanders of Soay to gain a living.

FAREWELL TO THE ISLE OF SOAY

Twenty-five Islanders Leave Their Homes on this Island of the Inner Hebrides to Settle in Mull

The Island of Soay extends over about 2,500 acres, but less than 10 acres are at present productive. Even the fishing, upon which many of the islanders once depended for their livelihood, has now fallen off. The economic decline of the island is reflected, indeed, in the decline in population during the last century from a high peak of 158 to 27.

Negotiations began last January, when Lord Malcolm Douglas Hamilton, M.P., sent to the Secretary of State a letter signed by all the islanders asking that arrangements should be made for their removal from the island.

To meet their request the Department of Agriculture for Scotland acquired Java Lodge, at Craignure, with about 218 acres of land. The lodge has been subdivided into five dwelling-houses, and there, and in other nearby accommodation, the islanders have now taken up their abode, having been transferred from Soay to Mull, together with their belongings, in the steamer *Hebrides*.

It was a well-conducted operation, this transfer. The *Hebrides* anchored in the bay at 3.30 a.m., and in the first light of day the islanders began carrying their goods and chattels down to the foreshore for transfer to the ship. Assisted by relatives and friends from Glenbrittle and Eynort, in near-by Skye, they trundled and manhandled everything down the stony beach to the waiting launches.

In only one house on Soay was there no flurry of departure. This was in the home of Mrs. Jeanne Geddes, the twenty-six-year-old Englishwoman, who is now the owner of the island, and her husband Tex Geddes, and their four-year-old son Duncan. The Geddes' stoutly maintain that Soay could still support a vigorous community. In that view they are supported by the number of inquiries from prospective purchasers of the houses on Soay. One has already been sold to a retired Army officer and his wife, who will take up possession this month. Negotiations are in hand with regard to several other houses.

Not since she was used for the evacuation of St. Kilda in 1930 had the steamer *Hebrides* carried such a varied cargo. The cows penned below-deck were milked just before departure, a white cat was firmly secured in its basket, while the Collie dogs curled up and slept in various corners of the ship.

The *Hebrides* landed the islanders at Salen, about eight miles from their new homes, and their hearts must have been gladdened at the sight of the group of local people who came down to welcome them, headed by the Piper of Mull.

At the bottom of the gangway the Minister of State for Scotland, the Earl of Home, was there to shake hands with each of the immigrants, and within half-an-hour they were on their way to Java Lodge.

OVER THE BOULDERS: Mr. Campbell and his sister taking furniture from their home down to the bay, where it was transferred to the waiting steamer *Hebrides*. Miss Campbell is seen carrying the family spinning-wheel.

THE CAMPBELLS ARE GOING: Preparing to take their belongings down to the shores of Soay. On the last night before the evacuation the lamps burnt late in the homes of the islanders as they made their final preparations for departure, and on the actual morning of their leave-taking they all held family prayers in their empty homes.

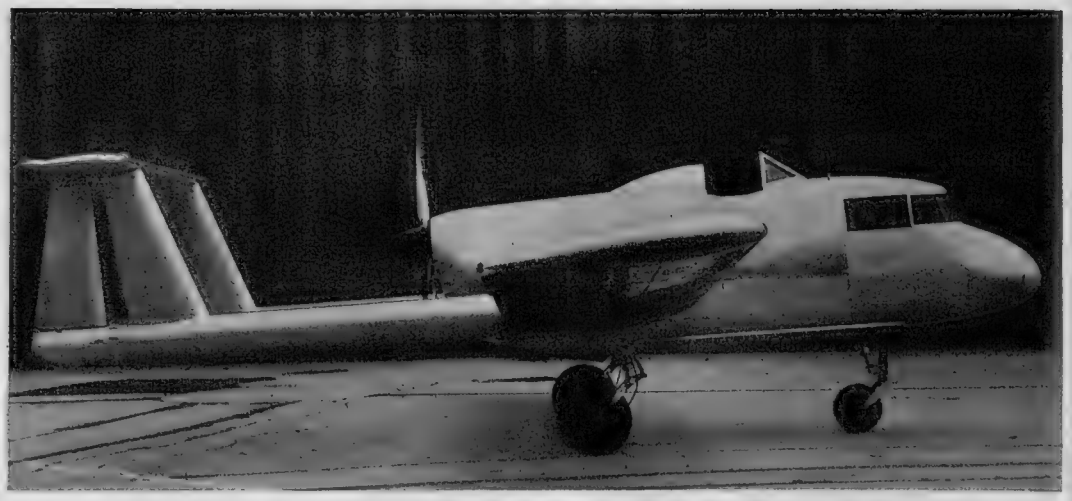
LOOKING ACROSS THE ISLAND OF SOAY TO THE MIST-ENSHROUDED CUILLIN HILLS: The barren acres of Soay have in recent years yielded little profit to the islanders, and their experience there really calls attention to the economic plight of all the crofter counties of Scotland.

NEW SHAPES IN THE SKY

Aviation Developments in Europe and America

A NEW SAFETY DEVICE FOR DAMAGED JET PLANES

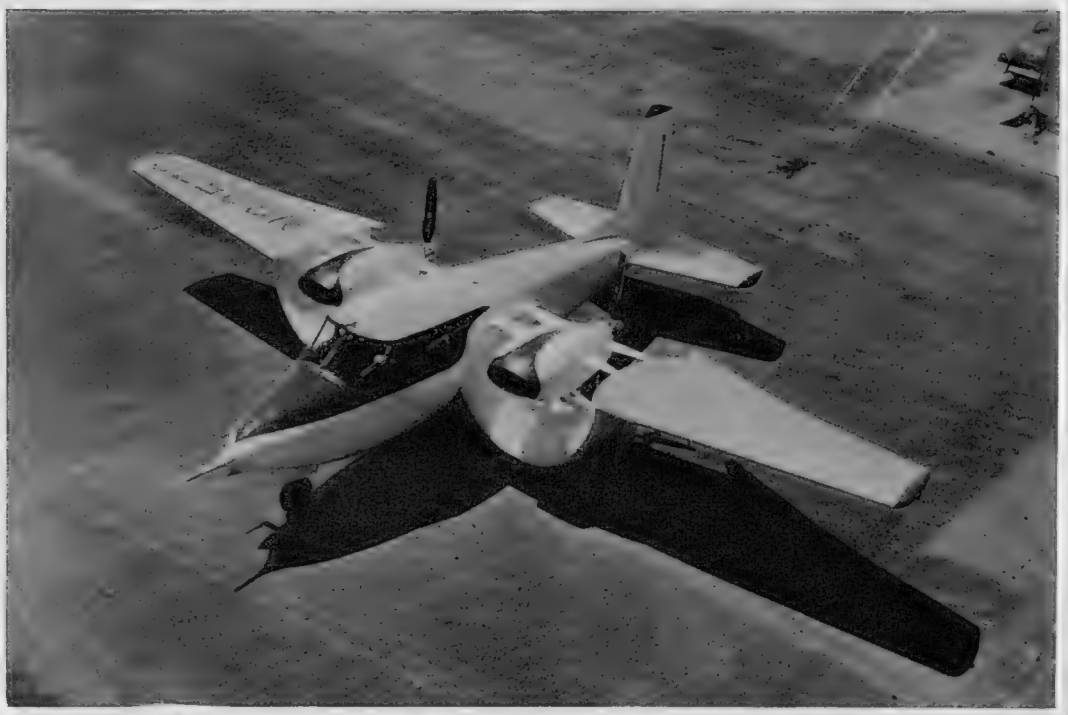
AN AIRCRAFT ARRESTING BARRIER FOR THE USE OF DAMAGED JET-PLANES RETURNING FROM OPERATIONS: The barrier, designed by the Far East Air Logistic Force of the U.S. Air Force, and made of nylon webbing, steel cable and heavy linked chains, is being installed at United Nations combat bases in Korea. In the above pictures an F86 Sabre jet is seen during a demonstration run in Japan. In the top picture the barrier is seen stretched across the runway ready for the plane, which in the next picture is seen just before making contact with the net. Next comes the moment of impact with the nose and nose gear already penetrating the barrier, releasing the arresting cable, which will spring up to engage the main landing gear of the plane, thus slowing its roll. Then in the picture second from bottom the aircraft has torn away the nylon webbing of the barrier and the arresting cable has made contact with the main landing gear. Lastly, the arresting cable has been pulled taut and the aircraft begins to drag the heavy linked chains. Almost immediately the plane is stopped.



A TWO-SEAT CLOSE-SUPPORT PLANE ARMED WITH GUIDED MISSILES AND ROCKETS FOR GROUND-LEVEL ATTACKS AND TANK-HUNTING: This is the Potez 75, which was designed and built by the Société des Avions et Moteurs Henry Potez, of Paris, within five months. The plane carries a crew of two, the pilot in the open cockpit and a gunner in the forward-placed cabin. The latter cabin allows the gunner extensive views of the ground. The undercarriage is armoured against attack from the ground. With a cruising speed of 153 m.p.h. and a range of 470 miles, the Potez 75 handles like a touring plane.

On right—

THE ONLY ONE OF ITS KIND IN EUROPE: The new tail-less glider, the Horten XVC Urubu, designed and constructed by a German flyer named Horten, makes its debut during a gliding rally at Augsburg. The two-seater glider is said to be the only one of its kind on the Continent. Horten is now living in the Argentine.



A NEW SHAPE IN THE AMERICAN SKY: This sleek new twin-engined aircraft, which recently made its appearance at Hagerstown, Maryland, features "pusher"-type propellers and a needle nose. The five-seat machine is said to be capable of attaining speeds greater than the ordinary executive type plane, in addition to operating at the low speeds of a helicopter. Named the CCW-5, it is produced by the Custer Channel Wing Corporation.

On left—

THE R.A.F.'S LARGEST FREIGHTER PROTOTYPE UNDERGOES A TEST FLIGHT: The Blackburn Beverley, with a span of 162 ft. and 99 ft. long, which has just had its first flight, is a development of the Blackburn Universal civil freighter. Built by the Blackburn and General Aircraft Company, Ltd., the Beverley is capable of carrying ten jeeps in the main freight department, as well as troops in the rear fuselage.

IN KOREA

THE WAR GOES ON

As United Nations Diplomats Strive to Alleviate the Critical Situation Caused by the Deliberate Release of Prisoners-of-War in South Korea

Last week, while diplomatic circles in London and Washington were desperately seeking a way out of the dilemma caused by President Syngman Rhee and his release of prisoners-of-war in South Korea, fighting of varying degrees of intensity was continuing in the Korean war zone. Chinese forces renewed their probing thrusts against South Koreans in the Pukhan River area of the East Central Front, and later launched attacks against sectors manned by other United Nations forces.

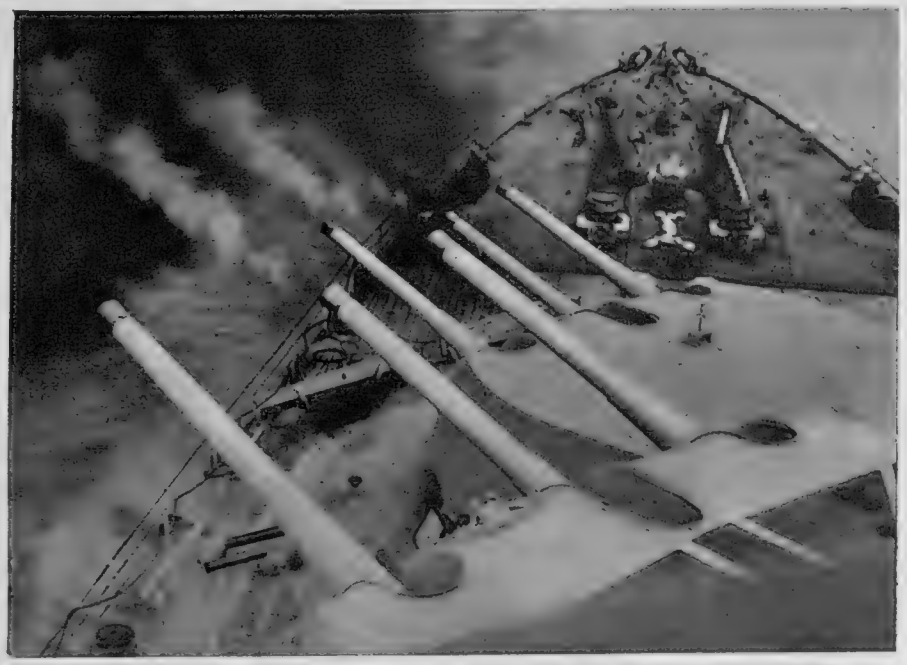
The Communists threw in two fresh divisions of 16,000 men at the Pukhan sector, showing every sign of testing defences for a new drive southwards, such as the previous week's enemy attack which resulted in a two-mile bulge in the Allied lines.

In the air, too, the war continued, nineteen Allied aircraft being lost in one week, the biggest week's toll of the war. Fourteen of the planes were brought down by anti-aircraft guns and the rest were victims of "other causes," a phrase usually regarded as a euphemism for mechanical trouble.

The armistice so nearly and dearly achieved seemed seriously prejudiced again, and while President Syngman Rhee stubbornly turned his back on United Nations pleas for co-operation, more men were being killed and maimed.

A SEA FURY AIRCRAFT OF NO. 801 SQUADRON FROM THE LIGHT AIRCRAFT-CARRIER H.M.S. "GLORY" ATTACKING AN ENEMY ARMY HEADQUARTERS IN KOREA: Though only a few weeks ago the armistice negotiations at Panmunjom appeared to be reaching a happy conclusion, there has been no relaxation for the fighting forces of either side. With the deliberate release of prisoners-of-war in South Korea seriously prejudicing the negotiations, hope that there would be an early end to the fighting was diminished.

THE BRITISH DESTROYER "CHARITY" IN HEAVY WEATHER ON PATROL OFF THE KOREAN COAST: With spray rising to funnel height, the destroyer was about to transfer one of her officers by jackstay to another vessel.



SIX-INCH GUNS OF THE CRUISER H.M.S. "NEWCASTLE" FIRING AT ENEMY BATTERIES IN THE CHIMAMPE ESTUARY, ON THE WESTERN COAST OF NORTH KOREA: Just below the gun on the extreme left two empty cordite cases have been flung into the air by the shock.

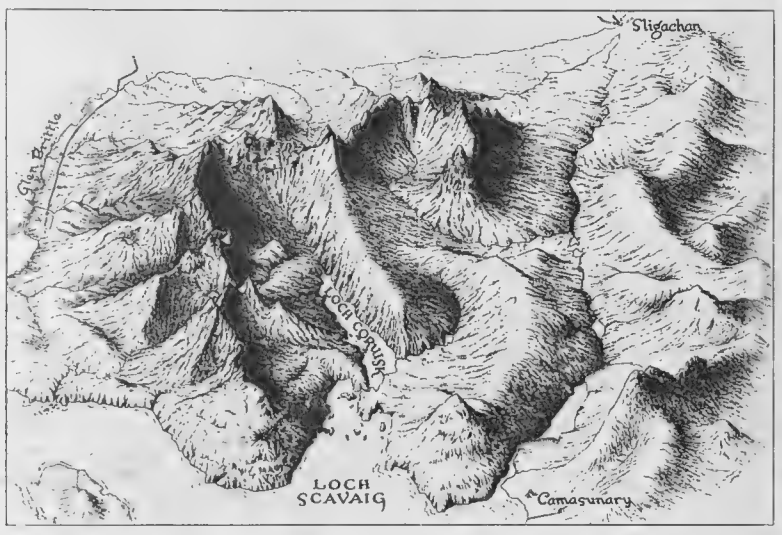
A SELF-PROPELLED 155-MM. GUN IN ACTION AGAINST CHINESE POSITIONS ON THE KOREAN FRONT: It was supporting ground troops who were under attack. The blast has thrown out a smoke ring of a peculiar pattern; beyond, the outline of the hills is blurred by the hot air.

A HELICOPTER TAKING-OFF FROM A SUPPLY POINT ON THE PUKHAN RIVER, ON THE EAST CENTRAL FRONT: Not far away, South Korean forces were holding their positions against a heavy Chinese onslaught and helicopters were used to carry all kinds of supplies to them—including food and munitions—and to bring out the wounded.

LOOKING TO THE NORTH FROM THE SUMMIT OF SGURR ALASDAIR, THE HIGHEST PEAK OF SKYE: In the centre of the photograph the famous "Inaccessible" Pinnacle can be seen overtopping the plateau beyond, while afar off the main ridge winds into the distance. It is now recognised that to traverse this ridge within a day is the finest mountaineering excursion to be had in this country. There are fifteen peaks over 3,000 ft. high and six more a little under that height, extending in all for eight miles

TRAINING GROUND FOR MOUNTAINEERS

The Main Ridge of the Black Cuillin Mountains of Skye, where Many Famous Climbers have Put their Skill and Endurance to the Test



THE CUILLIN OF SKYE—A SKETCH-MAP SHOWING THE NARROW, SHATTERED RIDGE OF HIGH PINNACLES: It was once considered that to traverse these rugged peaks in a day was impossible, "a feat only for the gods."

THE SGURR ALASDAIR MASSIVE, SHOWING THE NATURE OF THE RIDGES: This is the highest peak of the Cuillin, 3,309 ft. above sea-level. In many places along the ridge the rock-climbing is of a very high standard, and the skill of the mountaineer who attempts it. Yet the climb has been done both ways in the mist

An illustrated article in THE SPHERE *last week gave an account of the Southern Alps of New Zealand, where Sir Edmund Hillary, the conqueror of Mount Everest, perfected his climbing technique. In these islands we have no mountains to be compared with the New Zealand or the European Alps for height, but, nevertheless, there are peaks and ridges offering admirable training grounds for the most skilled among climbers. George Mallory, who perished on Everest in 1924, and many other members of Everest expeditions have found ideal training conditions in the Cuillin of Skye which are described in the following article.*

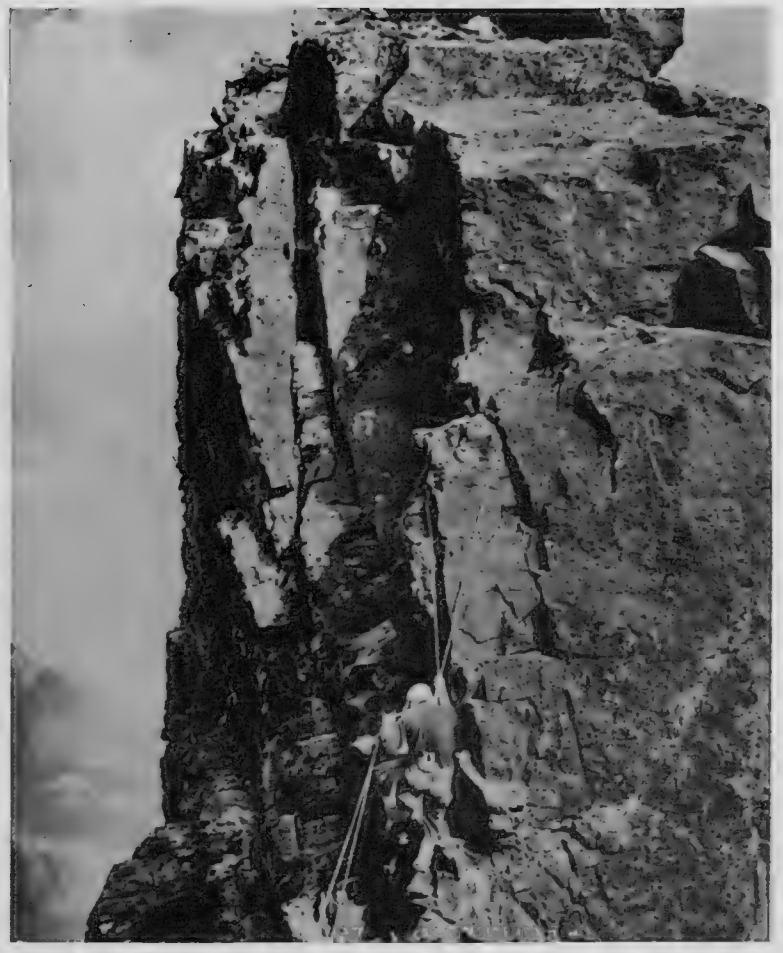
IT is now generally recognised among British mountaineers that the finest excursion in this country is the complete traverse of the main ridge of the Black Cuillin mountains of Skye in one day. Just an ordinary hill walk? Far from it! The main ridge consists of fifteen peaks over 3,000 ft. high and another six just under that height extending for eight miles from north to south. The ridge is narrow and shattered, with few sections of what could be called hill walking.

The first of these great peaks was conquered in 1836, but it was not till the last of them had been won in 1896 that climbers began to wonder if the excursion could be done in a day. Working it out with the map, they found that, in addition to eight miles on the ridges, it would involve 10,000 ft. of ascent and eight miles to and from the hills at either end. "A feat only for the gods," said some; "Possible for a super-climber," said others. But few gave more than a passing thought to it, perhaps because even the names of the peaks were so intimidating. None but those holding the inmost secrets of the Gael could pronounce such names as "Sgurr a' Choire Bhig" and "Sgurr na h-Uamha." The few that did make a feeble attempt gave up the struggle when they found that a peak spelt MHADAIDH was pronounced "Vatee." Were the peaks not easier to climb than to pronounce, they asked.

Not till 1911 was the problem solved. Then, on a June day, Leslie Shadbolt, a Welshman and now Vice-President of the Alpine Club, and Archie MacLaren, a Scotsman, set out from Glen Brittle at 3.35 a.m. in the morning and reached Sligachan at 8.35 p.m. in the evening, having duly visited every single peak of the main ridge. From the southern peak Gars-bheinn, to the northern peak, Sgurr nan Gillean, their time was 12 hours 18 mins.

Of members of the early Everest expeditions, Bentley Beetham, Howard Somervell and Harold Raeburn all knew the Cuillin well. Odell's first climb among them was on his honeymoon, when he found the "Inaccessible" Pinnacle" coated with ice and chipped steps up it using a geological hammer. Raeburn climbed much among the Cuillin in snow and ice, and was to

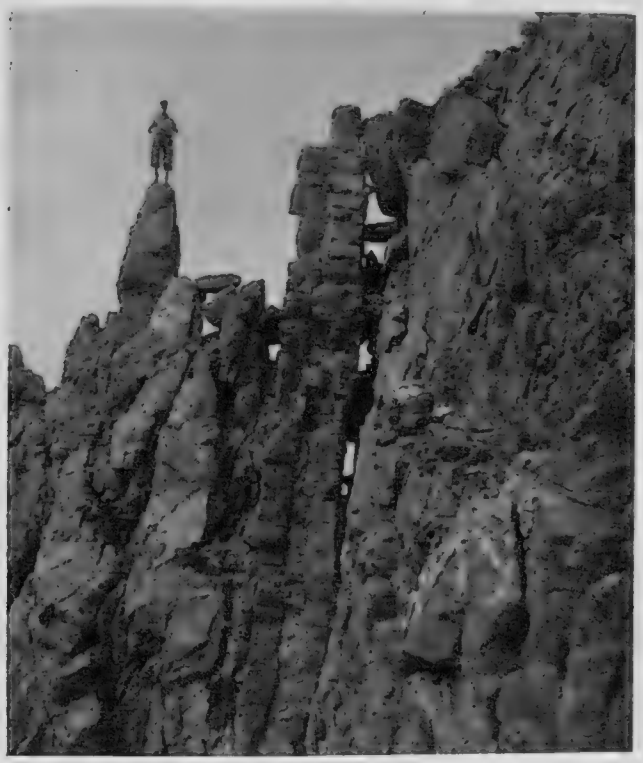
THE PLEASURES OF RIDGE-WALKING : This picture was not taken in the Cuillins, but it illustrates the nature of the ridges connecting the peaks in country of the same kind.



CLIMBING ON THE "INACCESSIBLE" PINNACLE OF SGURR DEARG : The climber is seen roping down the steep side by means of a doubled rope. This is considered the most difficult mountain-top to reach in Scotland,

ANOTHER VIEW OF THE "INACCESSIBLE" PINNACLE ON THE MAIN CUILLIN RIDGE : This photograph shows how the great rock towers above the surrounding country. Climbing here is difficult, but experienced climbers can take this peak in their stride, in making the traverse of the ridge.

the Island of Skye, rising to nature, demanding the utmost rd time of twenty-two hours.



THE WEST RIDGE OF SGURR NAN GILLEAN, PART OF THE MAIN RIDGE TRAVERSE : Here the ridge is narrow and shattered. Daylight can be seen through the fissures.

mountaineering leader of the 1921 Everest party. But it was Somervell who made Cuillin shrink beneath his feet. In 1920 he did the main ridge traverse all alone, cutting down the top-to-top time by an hour-and-a-half and finishing quite fresh. George Mallory, the immortal, who perished on Everest in 1924, is remembered in Skye by the magnificent new rock climb which he led in 1919, and which is named after him.

Of the Everest expeditions of the '30's, F. S. Smythe, Wyn Harris and T. A. Brocklebank all climbed in Skye previously, F. S. Smythe doing the great traverse wearing only crepe-soled shoes, which were almost in tatters when he finished.

In 1926, C. D. Frankland and Miss M. M. Barker accomplished the traverse, but members of the Pinnacle club (women only) decided it must be done by women alone without the help of men. This was duly accomplished in 1928, the party of three spending no less than thirty hours on the ridge. Most members of Everest expeditions in recent years have visited the Cuillin; G. C. Band, F. A. Pullinger, W. H. Murray and Michael Ward have all followed in the footsteps of Somervell and Smythe. G. C. Band, travelling solo, did a remarkably fast traverse in 1950. Starting and finishing at Camasunary, his ridge time was 7 hours 20 mins.

These ridge-walkers, however, always saw the mighty peaks of Blaven and Clach Ghlas across Glen Sligachan. Could they be included within the traverse and within a single day? It would mean covering a distance of about twenty miles, plus 14,000 ft. of ascent. "Impossible," said the critics. In June 1939 the feat was accomplished by I. C. Charleson and W. F. Forde and another five climbers, including W. H. Murray, who was with the party which discovered the new Everest route used by the expedition this year.

But perhaps Michael Ward had the toughest time of it. He climbed Blaven and Clach Ghlas alone, then joined Murray and traversed the main ridge from north to south, finishing at a camp they had previously pitched by Loch Coruisk. Then a mighty storm broke: their tent took wings and they were washed out and had to fight their way for nine weary miles back to Sligachan Inn.

The top-to-top time of these parties on the Greater Traverse varied from 19 to 23 hours. It seemed impossible, therefore, that one could start from Glen Brittle, do the main ridge, plus Blaven and Clach Ghlas, and return to Glen Brittle within one day.

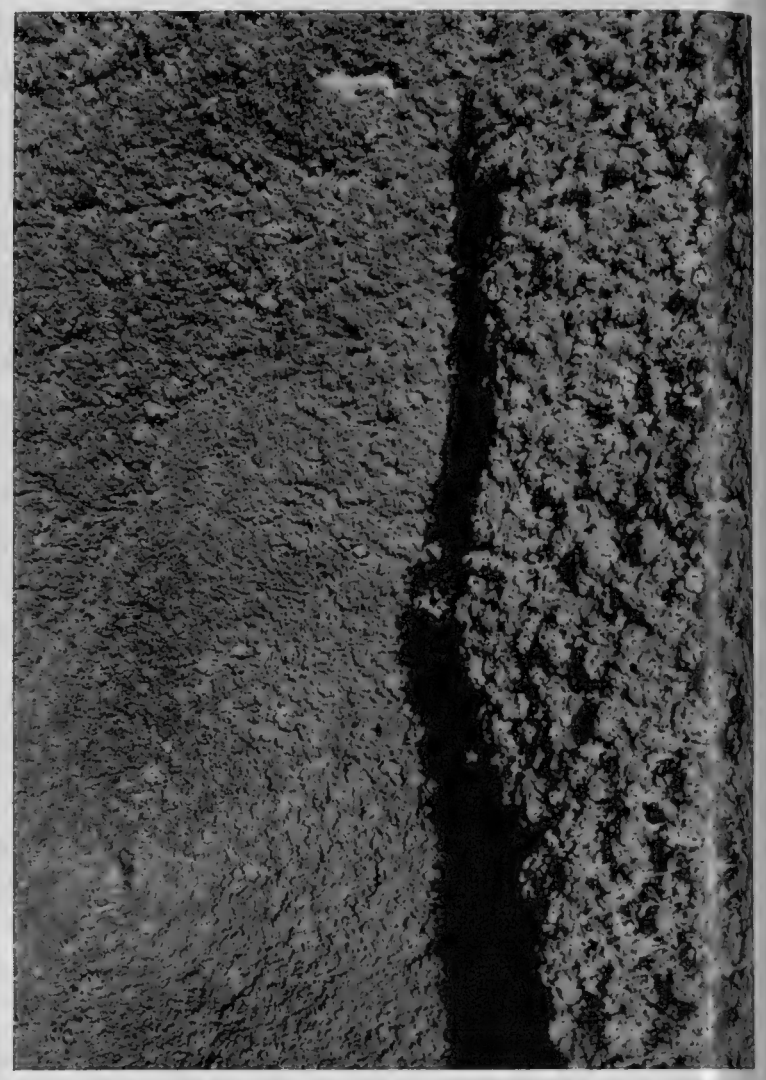
Two supermen have done so. J. M. Edwards completed the round trip in 24 hours exactly, his time from Gars-bheinn to Blaven being 12½ hours, while Sydney Thomson cut the time down to 22 hours and 11 hours 40 mins. This latter record will probably stand for many years.

B. H. Humble

NEW GUINEA

AUSTRALIA'S PROBLEM LAND

What Shall she do with this Vast Island Trusteeship: Open it up and Exploit its Immense Riches, or for the most Part Keep it as a Reserve for the Islanders?



LOOKING DOWN ON THE VAST EXPANSES OF THE WORLD'S LARGEST ISLAND—NEW GUINEA SEEN FROM THE AIR: *Left*—This razor ridge, typical of New Guinea, is visible only through the shadow it casts upon the jungle. *Right*—Looking across the mist-laden lowlands to the peaks of the central highlands. New Guinea offers an extraordinary variety of scenery and climate. From the fever-ridden jungles the plane brings you in quick time to upland meadows, and from the lazy winding rivers, with tropical foliage along the banks, the traveller passes speedily to the Alpine peaks. The only adequate method of travel in New Guinea is by plane or coastal steamer. Road communications are very limited. Australian Mandated New Guinea was acquired by Germany in 1884, but that country did little in the way of development. It was occupied by Australian troops in 1914 and mandated to them in 1920 through the League of Nations. Now it is held by Australia under United Nations Trusteeship.

THIS IS NONDUGL FARM IN THE CENTRAL HIGHLANDS OF NEW GUINEA: It was only twenty years ago that the first white patrol in history penetrated this spot, to find that what had once been regarded as unhealthy jungle was grazing land of surpassing richness, where sheep-breeding could be carried on with every success. The climate is wonderfully cool.

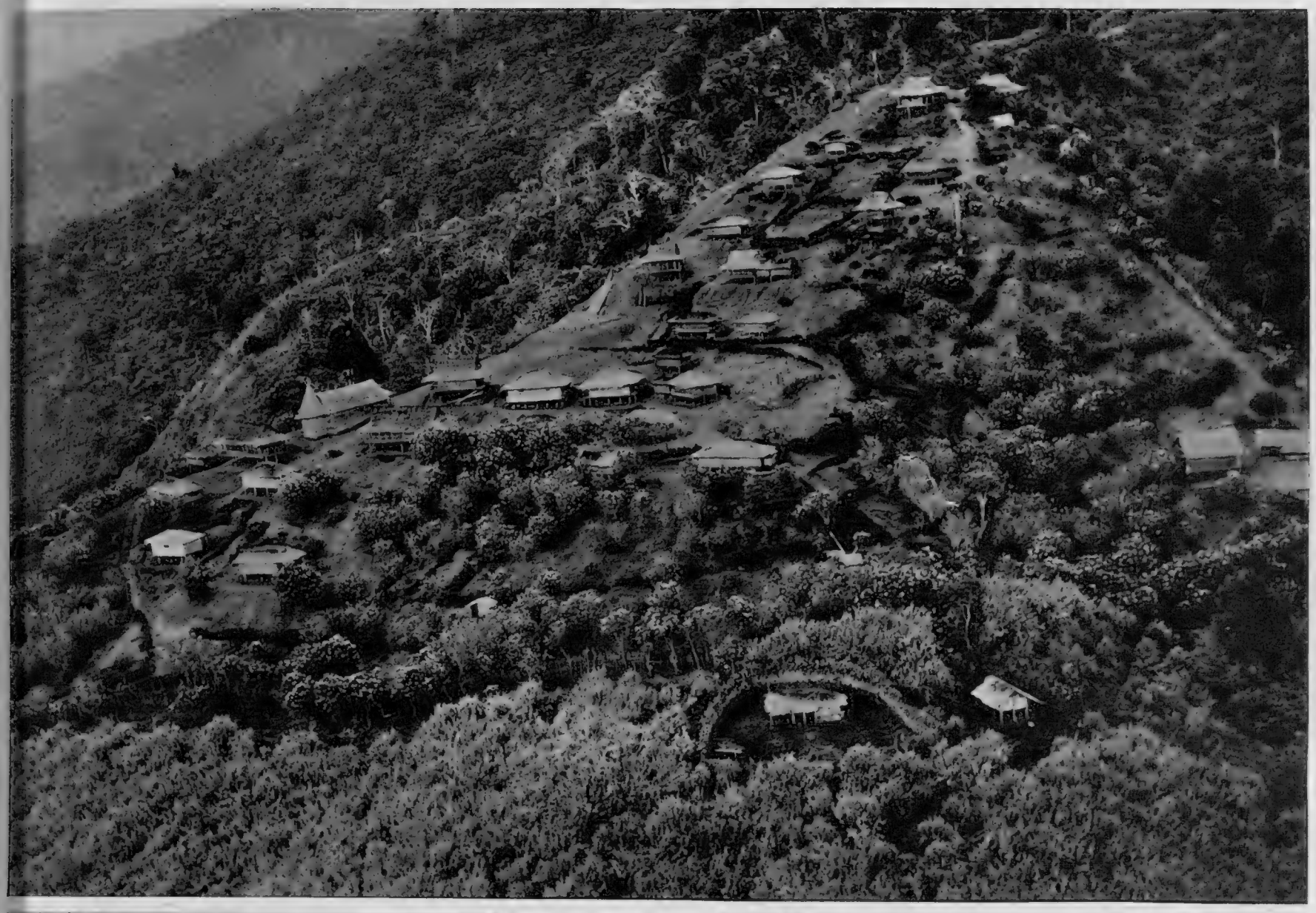
New Guinea, over which Australia wields the authority of a trustee under the charter of the United Nations, is an almost roadless land, a land of no railways, and of extraordinarily mixed terrain. For Australia it presents a vast problem, this Cinderella island of gold and savages. Shall she develop it with a mighty programme of capital expenditure, or shall she preserve it wholly for the native peoples, regarding it essentially as one of the bastions of her northern defence line, keeping at bay, through its very impenetrability, the yellow races she has always feared upon her vast perimeter.

After the Second World War this course of encouraging the welfare of the native islanders was actively pursued by the mandatory power, but it was not without its critics. Indeed, there were bitter behind-the-scenes fights at the attitude of Colonel J. K. Murray, the Administrator, a respected scholar, and a man of high personal integrity, but obviously not the personal choice of those who wished to develop to the full the resources of the territory.

The veteran planters of coastal New Guinea have long clamoured for a realistic business policy for the island, but if their aim is more roads and new railways, they are likely to be disappointed, for the capital costs would be enormous, while apart from coastwise shipping, the only other available form of transport is the aeroplane. There is no doubt that aircraft have already played a vital part in developing New Guinea's economy, not least in the central uplands, so well-suited to white settlement and sheep grazing in the style adopted in Kenya.

But the task of opening-up New Guinea is clearly not for the present generation of Australians, they have too many pre-occupations of their own, not least the development of their great beef empire in the north-west.

Now lastly, here is a brief recapitulation of New Guinea's modern history. In 1828 the Dutch formally took possession of the western part of the island (which became part of Dutch Indonesia); the rest in 1884-85 being divided between Great Britain and Germany, the former receiving the southern, the latter the northern portion, roughly speaking. The British part in 1901 came under Australian administration and was called Papua, the German part (Kaiser Wilhelm Land) was taken over by Australia in 1914 and, until the Second World War, administered separately as a mandated territory. Since 1949 the two parts under Australian administration have been formally merged into the "Territory of Papua and New Guinea," with Port Moresby in the south as headquarters.



IN NEW GUINEA EVERY VILLAGE IS A COMPACT WORLD WITHIN ITSELF : In this village civilisation has penetrated, as witness the church lying away to the left. The days of cannibalism are really over, but there are still places where the head-hunters roam.

On left—

FLYING OVER THE CENTRAL HIGHLANDS : This aerial view shows one of the first developments round Nondugl, with fields and farmsteads reminiscent of the uplands of Kenya. The highlands would be a wonderful spot for white settlement on an extensive scale.

A SMALL TOWN BUILT UPON GOLD : This settlement is the gold-mining town of Bulolo, half lost amid the mountains of North-East New Guinea. The houses have been built from pre-cut timber produced in the sawmills of the gold-mining company. Gold is now running out in this area, and soon the main effort will be concentrated upon timber.

WHERE THE LOWER MARKHAM RIVER WINDS TOWARDS THE SEA : Away on the left can be seen a roadway, one of the few main roads in New Guinea. It was built during the War to connect the goldfields with the coast.

THE WAY OF THE WORLD

A Survey of the Foreign News in Pictures

WEST BERLIN MOURNS FOR THE VICTIMS OF THE RIOTING IN THE COMMUNIST ZONE OF THE CITY : The scene when Dr. Adenauer, the West German Chancellor (seen before the microphones at the front of the building), addressed the great multitude which gathered for the funeral of seven Berliners who were killed during the rebellion in the Russian Zone. There was one empty space between the coffins, that for Willi Goettling, the West Berliner who was shot out of hand by the Russians and whose body could not be recovered from East Berlin.

Many thousands of Berliners turned out in the bright June sunshine last week to bid farewell to those of their brethren who had died during the great outburst for freedom and unity which occurred on June 17 in the Communist sector. Professor Reuter, Chief Burgomaster of the city, said that they were proud that East Berliners had shown the world were matters stood. "No power in the world," he said, "can separate us Germans from one another." The Allied authorities in West Berlin associated themselves with the mourning of the city. Flags from their buildings flew at half-mast from midday onwards and Allied troops respected the five minutes' silence called for by the Berlin authorities. Later that day students of the Free University staged a silent march in protest against the repression in East Germany, and this soon became a demonstration in which some 200,000 people took part.

MUSSOLINI'S VILLA, MILLE LUCI, IS BEING CONVERTED INTO A LUXURY RESTAURANT : This wonderful panorama across Rome will soon be enjoyed by patrons of the restaurant. Workmen are now putting the finishing touches to the two-storey villa which the Dictator built for his mistress, Clara Petacci. A gala opening is planned when the restaurant is completed.

The contents of the Mille Luci, the luxury villa built by Mussolini for his mistress, Clara Petacci, have for many years been the subject of much gossip and guesswork among the Romans living in the vicinity of Monte Mario, where the villa was built. There has recently been news that this curiosity is to be satisfied. The heirs of the villa, whose rightful property it has now been declared, have sold it to a wealthy industrialist from Milan, Cleonte Palazzi, who is having it converted into a luxury restaurant. The villa, however, has been sold on one condition : that the private rooms used by the Duce and his mistress, who was executed with him, are to be kept locked. So the public will not be able to satisfy all their curiosity as to the contents of the villa, but to make up for the disappointment caused by not seeing the private apartments there will be on view a nude statue, which, it is rumoured, was sculptured with Clara Petacci as the model.

KING NORODOM SIHANOUK OF CAMBODIA BROADCASTING TO HIS PEOPLE FROM SIAM DURING HIS BRIEF AND VOLUNTARY EXILE : The King went into exile because of what he called the "tergiversation" of the French Government over negotiations for the independence of his country. The news was received in Paris with astonishment, and it was pointed out that a draft agreement was signed only a month before providing for the transfer of full military and judicial sovereignty to Cambodia, on which the King's answer was still awaited. Only a week later the King returned to his own country, remaining with his troops at Battambang, near the Siamese border. From there he issued a statement saying that his "mission" to Siam had shown to international opinion that if Cambodia failed to obtain satisfaction by peaceful means it would have recourse to other means, and was ready to sacrifice its very existence. To this he added his belief that "France would grant them satisfaction as soon as it had a Government."

THE DEPORTATION OF MR. PETER EVANS : Mr. Evans (in the white hat), the British barrister, who has been declared a prohibited immigrant by the Kenya and Tanganyika Governments, is seen at the quayside at Mombasa before embarking on the liner *Kampala*, for India. Mr. Evans had originally been told to leave the country two weeks earlier, but he refused to board the liner at that time because he said that his car and some of his baggage had not been put on board. He was then remanded in custody for fourteen days after which police escorted him down to the quayside. Before going on board the liner, Mr. Evans stood at the foot of the gang-plank, protesting against his treatment, which he described as illegal.

A BLOODLESS "COUP D'ÉTAT" IN COLOMBIA—LIEUT.-GENERAL GUSTAVO ROJAS PINILLA, WHO LED THE COUP, WAVING TO SUPPORTERS FROM A BALCONY: On the General's left is his daughter, Maria Eugenia. General Rojas, who was head of the armed forces, assumed the Presidency of Colombia after ousting the former President, Laureano Gomez. *On right*—General Rojas is congratulated on his *coup d'état* by a prominent Colombian politician, Juan Uribe Cualla. The coup took place shortly after the former President, Gomez, resumed office after an absence of nineteen months caused by ill-health. One of the first official acts of President Gomez on reassuming office was to issue an order dismissing General Rojas, but even as this order was given, tanks and troops were already moving into key positions. As soon as all important places had been surrounded a message was broadcast over the National radio informing Colombians that General Rojas had assumed the Presidency.

KING TRIBHUVANA OF NEPAL (LEFT) ADMINISTERING THE OATH OF OFFICE TO MR. MATRIKA PRASAD KOIRALA, WHO HAS AGAIN BECOME PRIME MINISTER: Mr. Koirala became the first Prime Minister of Nepal who was not a member of the hereditary ruling Rana family in February 1951. In August 1952 his Government fell during a confused political crisis involving the dominant Congress Party, of which very few details became known abroad. Since then King Tribhuvana, helped by his Advisory Council, has been ruling the country more or less directly. Now Mr. Koirala returns as head of a three-member Cabinet designed to pave the way for the return of a popular Government.

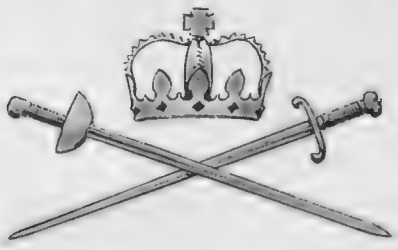
On right—

A MODERN RIP VAN WINKLE—A FORMER MEMBER OF THE JAPANESE IMPERIAL ARMY COMES OUT OF HIDING: Kaichiro Eguchi, aged thirty-four, whose home town is Tokushima, near Osaka, is seen after he had surrendered to an American Army detachment at Guinayangan Quezon Province, 110 miles south-east of Manila. He is seen holding a Japanese Army rifle, which is still serviceable, and the suit that he is wearing was woven by himself from hemp, coconut shell and other materials found in the jungle. Eguchi had been hiding in the jungle for nine years, and stated that he was unaware that the war in the Pacific had ended. He has professed a liking for the Philippines.

GERMANY'S MOST MODERN TRAIN: On show at the International Traffic Exhibition at Munich was this Diesel electric train, the most advanced of its kind ever to be built in Germany. The train consists of seven sections: two driving coaches and five middle sections. It is air-conditioned, and cost the makers, the Like-Hofman-Busch Company, about £416,000 to build.

PRESIDENT NEGUIB OF EGYPT WITH PANDIT JAWAHARLAL NEHRU, THE PRIME MINISTER OF INDIA, DURING THEIR MEETING IN CAIRO: On the right is Sardar Panniker, the Indian Ambassador to Egypt. Another visitor to Cairo at the same time was Mr. Mohammad Ali, the Pakistan Prime Minister, and President Neguib took the opportunity to hold in the Palace of the Republic a three-power conference with the two statesmen at which the Anglo-Egyptian question and the situation in the Sudan are believed to have been discussed. Both the Prime Ministers were fresh from their Coronation visit to England, where they took part in the Commonwealth Prime Ministers' Conference. Recent statements by Mr. Nehru and Mr. Ali have pleased the Egyptians, who may have hoped to induce them both to identify themselves with the Egyptian point of view on the control of the Canal Zone base after the withdrawal of the British garrison and on matters concerned with the Sudan Electoral Commission, which is the subject of further controversy.

THE GREEN AT YETHOLM, IN THE CHEVIOT HILLS, WHERE THE LAST QUEEN OF THE GIPSIES WAS CROWNED IN 1861 : At that time most of the houses were thatched, as shown in this drawing, which depicts the scene as the gipsies began to arrive for the coronation of Esther Faa Blythe. Towards the end of the eighteenth century there was a battle on the Green at Yetholm between the supporters of the heir to the gipsy throne and those of a rival claimant known as the "Earl of Hell."



THE GIPSIES OF KIRK YETHOLM

How the Pipe-smoking Esther, the Last Queen of the Gipsies, Was Crowned, and Came in Her Old Age to Meet Queen Victoria

Written and Illustrated by VICTOR COVERLEY-PRICE

Right at the far northern end of the Pennine Way, that great walker's route that cuts through the heart of the North Country to the Scottish borderland, is the village of Kirk Yetholm, famed in the annals of the gipsies. In the following article, and the pictures accompanying it, Victor Coverley-Price reminds us of some of the past glories of Kirk Yetholm, dwelling in particular on its famous gipsy Queen, the pipe-smoking Esther.

"On Yeta's banks, the vagrant gipsies place
Their turf-built cots—a sun-burnt swarthy race;
From Nubian realms their tawny line they bring
And their brown chieftain vaunts the name of king . . ."
(*Leyden.*)

YETHOLM lies about two miles over the Border from Northumberland, in a region that is permeated with history and romance. Cradled in the Cheviot Hills, it is divided by Bowmont Water—a tributary of the Tweed—into Town Yetholm on the left bank and Kirk Yetholm on the right. Gipsies have been associated with Kirk Yetholm at least since the end of the seventeenth century, but they came to Scotland, possibly from Ireland, long before then. During the early part of the sixteenth century they were well treated and a proclamation by King James V of Scotland recognised their chief, John Faa, as "Lord and Erle of Littill Egipt." This title was no doubt inspired by the common belief that gipsies were an ancient race from Egypt, hence the name gipsy; but since then it has been alleged, though without convincing proof, that they are descended from a low caste of natives of Hindustan. It is, however, remarkable that the Romany language that they speak among themselves contains many words of obviously Hindustani derivation.

In the reign of James VI several statutes were directed against the gipsy race, and in 1603 they were ordered to leave Scotland. Some escaped the rigour of this edict by adopting the names of the great families on whose land they were allowed to camp, and this explains why the best-known gipsy families bear famous Scottish names, such as Blythe, Rutherford, Douglas, Tait, Ruthven, Baillie, Gordon and Brown. But the most famous gipsy name is Faa or Faw—probably a corruption of Fall—which was borne by their royal line until it became extinct in 1847, when a Blythe succeeded to the crown. The Faas were dark complexioned with black hair, but the Blythes were mostly fair-complexioned with light hair.

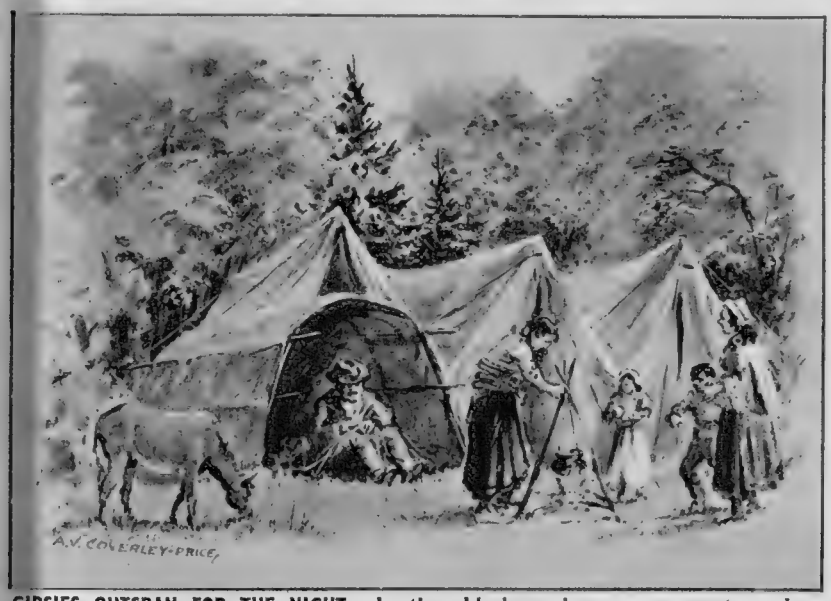
There is a tradition that a gipsy named Young accompanied the Laird of Kirk Yetholm to the Low Countries and saved his life at the siege of Namur in 1695. As a reward for his gallant conduct his family were allowed to settle at Kirk Yetholm. The next laird became the patron of the gipsy tribes, and his favourite was Will Faa, who claimed descent from John Faa. Nicknamed "Glee'd-Neckit Wull," from a twist in his neck, he was acknowledged as King of the Gipsies in most of Scotland and in the North of England, and he was the first to reign in Yetholm. On his death his son Will was opposed by another doughty chieftain known as the "Earl of Hell," whom he defeated in a battle on Yetholm Green. Will, who lived to the age of ninety-five, was a skilled violinist, a good shot and an expert fisherman, until he received a sword-cut in the hand in an affray with Excisemen who had caught him in the act of smuggling.

THE GIPSY PALACE AT KIRK YETHOLM : It is a tiny unpretentious building in what used to be called Tinkler Row. There is a story that Queen Esther Faa Blythe once received Queen Victoria there but it is not substantiated.

Will Faa had no heir, so the crown was conferred on his brother-in-law, Charlie Blythe, whose most noticeable habits were reading Scripture and chewing tobacco. He met Sir Walter Scott several times and was well versed in the ballads of the Border. He died in 1861.

Charlie Blythe's son David waived his claim in favour of his youngest sister Helen, nicknamed "Nell Blackbeard." But the elder sister, Esther Faa Blythe, managed to maintain her better title, and was duly proclaimed Queen of the Gipsies at the town cross, with the usual formula, "Challenge who dare." The coronation was a clever travesty of the corresponding ceremonies at Westminster, and the scene on Yetholm Green was one of crowded animation. People thronged from far and wide to witness the crowning, and, although most of the gipsy caravans were probably left at a distance, there was no lack of carriages, horses and colourful costumes. The crown itself was made of tin by George Gladstone, the blacksmith of Yetholm, who also placed it on the royal head. The sword of state

THE ROAD FROM TOWN YETHOLM TO KIRK YETHOLM CROSSES THIS BRIDGE OVER BOWMONT WATER, WHERE GIPSIES WERE AMONG THE EARLIEST ANGLERS WITH THE FLY: The white house on the right is the Manse, overlooking the church, in whose churchyard gipsy kings and queens lie buried. The flat ground along the river is known as the "haugh," where a football match used to take place on Shrove Tuesday between married and single men. The contest continued until dusk; then there was feasting.



GIPSIES OUTSPAN FOR THE NIGHT: In the old days gipsy encampments such as this were a common sight in the Border country until, in the nineteenth century, police regulations prohibited camping by the wayside or in lanes.

WHERE A GIPSY WAS SEXTON: This sketch shows the thatched Church of Yetholm that was replaced by the present larger church in 1837. An old gipsy who used to be the sexton often rested among the graves. When someone remarked that it was a strange place to lie, his retort was: "It 's a' richt if ye can git oop when ye lik!"

was a weapon that had been taken from an Exciseman in a skirmish near Yetholm, and another important item of the regalia was a sword that had been found on Flodden Field, about six miles away. Besides her scarlet robe of state, the Queen had a purple jacket, which she later wore on itinerant missions, and a purple hood which she wore habitually, even when sleeping. Esther was a pipe-smoker, but it is not recorded whether she smoked her pipe while seated on the throne. After the coronation there was feasting, and eventually Queen Esther took up residence in her palace, a tiny unpretentious building which still exists in what was then known as Tinkler Row. Later this street became Gipsy Row, but it is now known as High Street.

Esther, the last gipsy queen at Kirk Yetholm, was of medium stature, with keen black eyes, light-coloured hair, a well-developed forehead, olive complexion and well-shaped feet and ankles. A widow who had had twelve children, she was shrewd and intelligent; but she had a somewhat fiery temper and could be very eloquent. For many years she had wandered about the country, encamping in lanes and hawking earthenware like other members of her tribe; but when she came to the palace most of the gipsies in the neighbourhood of Kirk Yetholm had learned to live in houses for the greater part of the year. She was flattered in her old age when some of the Hungarian gipsy band came from Paris to pay their respects to her, and there is a story that Queen Victoria once visited her palace. Esther kept her Royal sister standing for a minute before inviting her to be seated, but Victoria took the gesture in good part and bowed to her gipsy Majesty on leaving. Towards the end of her life she went to live in Kelso and she died on July 12, 1883. She was buried with ceremony in Yetholm churchyard, where several other gipsy kings and queens lie.

During a recent visit to Kirk Yetholm I picked up many tales concerning the early gipsies of the Border, who were seldom guided by respect for the law. They were great frequenters of fairs—notably St. Boswell's Fair, which used to be the greatest sheep, cattle and horse market in the South of Scotland—and quarrels over their transactions sometimes led to inter-tribal fights. Fatal casualties were not uncommon, for sometimes formidable barbed weapons known as "jaggers" were used, and in due course there were executions for murder. But in the middle of the last century the Minister at Yetholm, the Rev. John Baird, did much to wean the gipsies from their wandering habits. Above all, he encouraged them to send their children to school, and the school house that he built in Yetholm became the first Ragged School in Scotland. In spite of their evil reputation, many gipsies had excellent qualities, and several of them became famous along the Border as athletes, skilful anglers with fly and brilliant performers on the violin and the pipes.

Gipsies still pass through Yetholm on their way to fairs, but their habits have changed since the old days. Having heard that they occasionally stop at Scotch Corner in Yorkshire, I called there to enquire about them. I was told that the modern gipsies came in large cars with a train of sumptuous modern caravans and that their business consisted chiefly of dealing in second-hand cars.

The PARIS DESTITUTES and the NEW EMMAUS

Building a City for the Down-and-Outs at Neuilly Plaisance; the Mighty Task of Father Pierre Groues

FIRST THERE ARISES A SHACK ON THE SITE OF THE NEW EMMAUS: In this "city" for French down-and-outs at Neuilly Plaisance, buildings such as this are the first to go up, and then follow permanent structures of the kind seen in the picture *above on right*. At Neuilly Plaisance, Father Pierre Groues is the guiding hand in building up a community life.

ONE OF THE FIRST OF THE PERMANENT HOUSES COMPLETED IN THE NEW EMMAUS ON THE OUTSKIRTS OF PARIS: The land was made available to the destitute at Neuilly Plaisance through the efforts of Father Pierre Groues, Deputy for the Meurthe and the Moselle in the French National Assembly, and a fearless, lifelong fighter for the under-dog. How he persuaded his fellow-deputies to contribute money to his building fund and welded his community of down-and-outs together is a moving and romantic story of social organisation and now the work forges ahead.

On left—

A PUPPET SHOW FOR THE YOUNGSTERS OF EMMAUS: They have a grand playground on this derelict land at Neuilly Plaisance, but it will tend to grow smaller as the years go on, as it will no doubt be providing homes for destitute families who join Father Pierre's community in increasing numbers.

THE DAILY ROUTINE IN THE NEW CITY: *Left*—**Father Pierre supervises the cooking of the communal dinner, a great cauldron of potatoes seen being boiled.** *Right*—**Members of the community engaged in salvaging rags. This is arduous but sufficiently profitable work to keep the community supplied with the necessities of life. The bulk sale of salvaged material has been organised by Father Pierre with such skill that he has been able to beat the business monopolies.**

In the year 1912 Pierre Groues first saw the light of day, the fifth child of a wealthy family living in Lyons. From the outset this boy was an idealist, and at the age of eighteen he put his idealism into practice when he shared out among charitable organisations of his choice the whole of his part of the family fortune. After that Pierre entered a Capuchin monastery, but the monastic life did not suit him. He was essentially a man of action, always wanting to be up and doing, as witness his incomparable bravery when he fought with the Maquis in the Second World War.

After the war, Pierre made headway in politics, becoming a member of the National Assembly for the Department of Meurthe and Moselle, and during the course of his work he became increasingly interested in dealing with the plight of the down-and-out.

In his capacity as a Deputy he obtained permission to take over a large piece of derelict land on the eastern outskirts of Paris at Neuilly Plaisance, beyond Vincennes, and there he established his rag-pickers community, his homes for the homeless, his new city built in the spirit of Emmaus, where Christ appeared after his Resurrection to men who had lost their faith.

Father Pierre's scheme for a community for the homeless soon brought forty families flocking out to Neuilly Plaisance. From the outset it seemed a forlorn and desperate venture, but Father Pierre's mighty perseverence triumphed. Money came in from many and various sources, from fellow Deputies, from philanthropists with a faith in Father Pierre's mission, and latterly several hundreds of thousands of francs have been obtained through Father Pierre's personal success in a radio competition, "Double or Quits."

On the land at Neuilly Plaisance Father Pierre at first set up a series of shacks. Now their place is being taken by more permanent dwellings, mostly built by the labour of members of the community. There is even a little church, and this, Father Pierre says, is dedicated to all parties in the French Assembly, for Deputies of every shade of political opinion contributed to the cost of its construction.

And so the work goes on. The daily needs of the community are met from the profits of rag-picking, Father Pierre having established an excellent contract for the rag-pickers in the face of fierce competition from the would-be monopolists in this business.

Father Pierre is over and above all a great Christian, but he has never quite forgotten the business instincts of his family. Thus it was that when the municipality of Aubervilliers wished to sell the German barracks and prison, which had been such an object of hatred to Parisians, he stepped in and bought the contents "for a song," taking all the woodwork and other materials out to Neuilly Plaisance, which lies only a mile or two to the south-east of Aubervilliers.

Pierre has done more than create homes for the homeless. He has given his people faith and hope, both in life and in an after-life. He is a man of boundless energy, doing the job for which he has a great natural aptitude, and it seems that he is now on the verge of even greater developments.

Voluntary workers have come from several foreign countries to lend aid to the growing community at Neuilly. They find that the place is not hard to find; a Metro journey to the end of the line (direction Vincennes) takes them almost there from the heart of Paris in the matter of a few minutes, and then a walk through the woods beyond Fontenay and Montreuil will bring them to the new Emmaus.

A COUNTRY WEDDING IN JUNE: Lady Rosemary Spencer-Churchill, youngest daughter of the Duke and Duchess of Marlborough, and Mr. Charles R. Muir, son of Mr. and Mrs. R. H. Muir, of Bracknell, Berkshire, seen with their attendants after the solemnisation of their marriage in Christ Church Cathedral, Oxford. More than 1,000 people attended the wedding ceremony, at which the Bishop of Oxford and the Dean of Christ Church officiated. Lady Rosemary, who was one of the Queen's Maids of Honour at the Coronation, wore a gown of white-embroidered organdie, with a close-fitting bodice, long, tight sleeves, and full skirt falling into a train at the back. Her tulle veil was held in place by a head-dress of white stiffened organdie leaves. There were seven child bridesmaids—Mimi and Serena Russell, Lady Sarah Coke, the Hon. Victoria Mills, Jane Astor, Susan More-O'Ferrall and Jane Gregory-Hood; and five pages—Nicholas Soames, Michael Waterhouse, Jeremy Sykes, and Richard and James Hambro. Lord John Manners was best man.

A JUNE WEDDING AT OXFORD

Princess Margaret Attends the All-white Country Wedding of Lady Rosemary Spencer-Churchill and Mr. C. R. Muir

THE DUKE OF MARLBOROUGH ESCORTS HIS DAUGHTER: Brilliant sunshine greeted the bride as she arrived at the Cathedral but later, towards the end of the reception at Blenheim Palace, heavy rain began falling. Many guests arrived from London in a specially chartered train.

A ROYAL GUEST AND THE BRIDE'S MOTHER: *Left*—Princess Margaret wore a flowered dress of pale pink, with a coolie hat of white straw lined with cerise material. *Right*—The Duchess of Malborough leaves the Cathedral. The Queen Mother was to have been a guest, but the death of Earl Granville, her brother-in-law, prevented her attendance.

MARATHON DUELS AT WIMBLEDON

The Drobny-Patty and Mulloy-Stockenberg Matches Made the First Week Memorable in the History of the Championships

JAROSLAV DROBNY TAKING PART IN THE LONGEST SINGLES MATCH EVER PLAYED AT WIMBLEDON : The former Czech player, who now represents Egypt, seen in action against Budge Patty in their five-set marathon which went to ninety-three games before finally Patty had to concede defeat. The second set, won by Patty, went to 16—18, and the last went to Drobny 12—10. Drobny saved six match points, three in the fourth set and three more of them in the final set.

The Lawn Tennis Championships at Wimbledon did not open in sunshine, or before large crowds, or, indeed, very auspiciously, and it was felt perhaps that much of the sting might have gone out of the game, with Maureen Connolly queening over the ladies and no rival in sight, and an ageing Drobny attempting to beat Father Time and a handful of young Australians. How wrong were all these viewpoints. Sunshine came by mid-week; sunshine in the Wimbledon tradition. The crowds mysteriously forgathered, called forth by the lure of such games as the Patty-Drobny duel and the Mulloy-Stockenberg duel. There could have been no greater tonic for lawn tennis than these matches played out in the best spirit and with a fierce, sustained brilliance that can seldom have been equalled. Drobny's performance was perhaps the most remarkable, for at the finish he was suffering both from exhaustion and hunger, the latter induced by the fact that he had missed his lunch, having anticipated that after the match he would have an early supper. He was on the court, however, until 9 p.m., and amid the lengthening shadows Drobny served his way to the best-earned victory of his career. Most people hoped that for the ex-Czech this was to be the prelude to his greatest triumph. The spirit was there, and the skill was there, but so also were the young teenage Australians, Hoad and Rosewall.

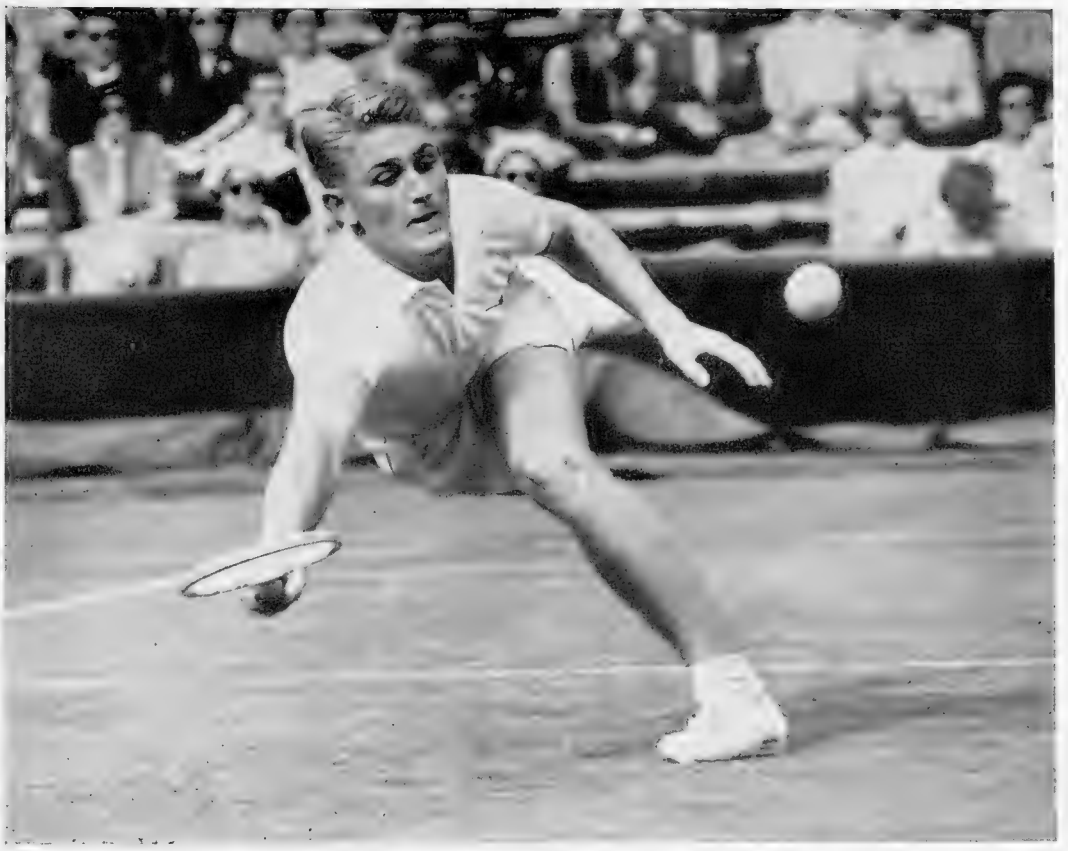
THE EXHAUSTED DROBNY RESTS ON HIS RACKET : It was nine o'clock in the evening when Drobny triumphed in this close and exciting match after four hours and a quarter of spectacular play. After the final shot had been played Drobny was chaired from the Centre Court.

THE EXHAUSTED BUDGE PATTY FALLS TO THE GROUND WHEN ATTEMPTING A DIFFICULT RETURN : Both Patty and Drobny had cramp in the final stages of their duel, and it was remarkable what a high standard they achieved.

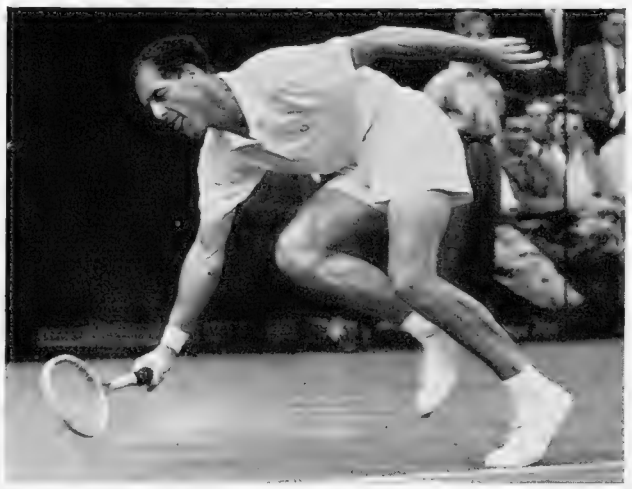
PATTY RETRIEVES A HARD SHOT ON THE BACKHAND : The American in play in the historic match later described by the umpire, Paul Adorian, as the greatest match in lawn tennis history. Patty is a former champion at Wimbledon and also of France.

ROSEWALL PLAYS AN UNCERTAIN GAME AGAINST ABDESSELAM : The young Australian was very much in two moods during this match. On the one hand his brilliant timing caused his opponent to be a yard or more out when going for returns and his volleying was also impressive. On the other hand he took his opponent's slow and innocent-looking service without confidence, a remarkable fact when it is realised that this was one of Rosewall's great assets last year. The Australian lost one set to Abdesselam, but never really looked in danger of losing the match. Despite the doubts about his form, Rosewall still retains his favouritism for the championship. It was thought he would improve

SEIXAS, A MASTER OF MANY AND VARIOUS UNORTHODOX STROKES : The American player made a grand impression during the first week of the Wimbledon tournament. In his match with Skonecki there was at one period a wonderful exchange of strokes, Seixas winning the final point with his famous top-spin forehand whipped hard across the volleyer.

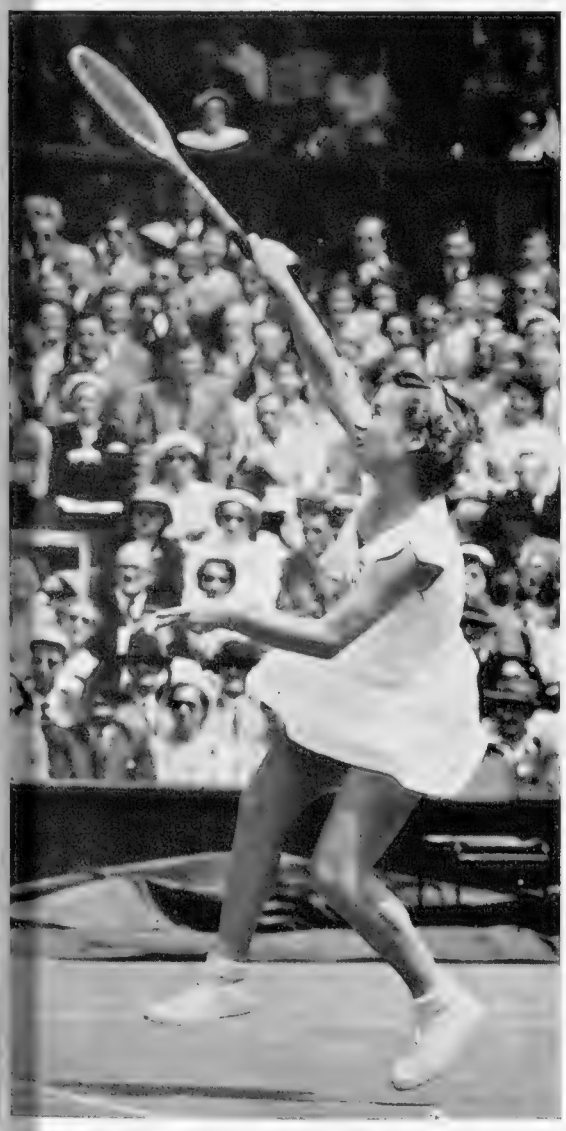


HOAD GETS DOWN TO THE BALL : This young Australian, who has been vying with Rosewall for pre-eminence, has astonishing power in his strokes, and he believes in using this power to get winners. He has a special ability to take the ball early, which is a great asset against opponents lacking in powers of anticipation.



TONY MOTTRAM FALLS TO A LOWLY-RANKED AMERICAN : The British Davis Cup player, who was defeated by H. W. Stewart, who is ranked only sixteenth in the United States. Stewart won by reason of his brilliant replies against the service. Mottram revealed all his old uncertainties.

SHIRLEY FRY MADE A POOR START TO THE 1953 WIMBLEDON CHAMPIONSHIPS : The American girl played a three-set match against Mrs. Rinkel, and in the end won fairly easily. Her game, however, did not rise to the expected heights.

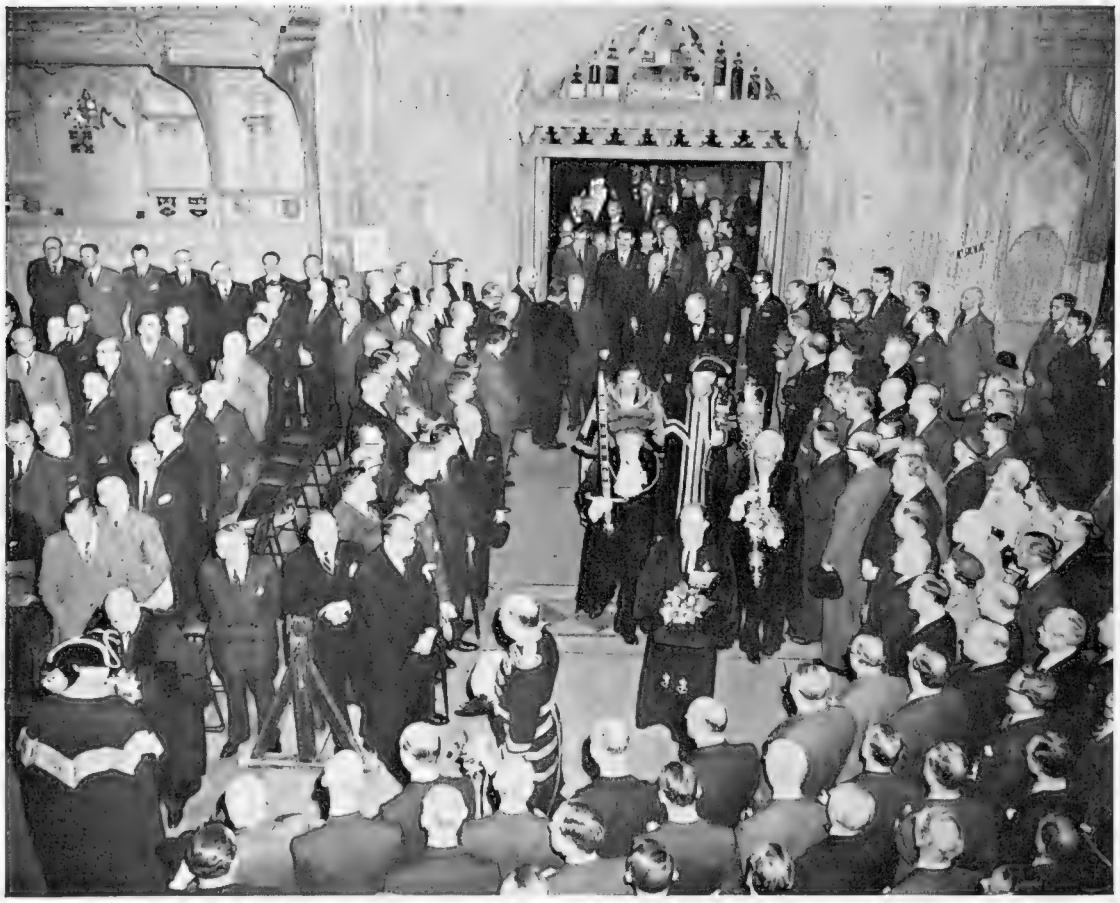


"LITTLE MO" GALLOPED THROUGH THE EARLY ROUNDS : Miss Connolly seen during her opening match on the Centre Court. She began this year's championship as the holder of the Wimbledon, the French, the Australian and the American titles, a feat never before achieved by any woman player. Miss Connolly has improved her game steadily in the past year, and has, indeed, a more mature approach. She still drops points she could win.

THIS PAIR ENGAGED IN ANOTHER MARATHON ON THE DAY OF THE DROBNY-PATTY DUEL : Mulloy of the United States (left) and Stockenberg of Sweden (right) during their match in which the former struggled home after five sets, 4—6, 3—6, 6—3, 6—3, 9—7. Mulloy staged a grand recovery, and when in the final set he was once again with his back to the wall, he played a stroke with match point against him that few people would ever dare except when leading by a handsome margin. Stockenberg could not quite maintain the pace of the attack which he delivered in the two opening sets, and it was largely through Mulloy's drives that the Swede tired.

HOME NEWS IN PICTURES

The Election of Sheriffs in London; the Duke of Gloucester at Winchester; Well-blessing Ceremonies in Derbyshire; an Honorary Degree for Signor de Gasperi; the Second Test Match; St. Albans-tide; the Death of Archbishop Downey

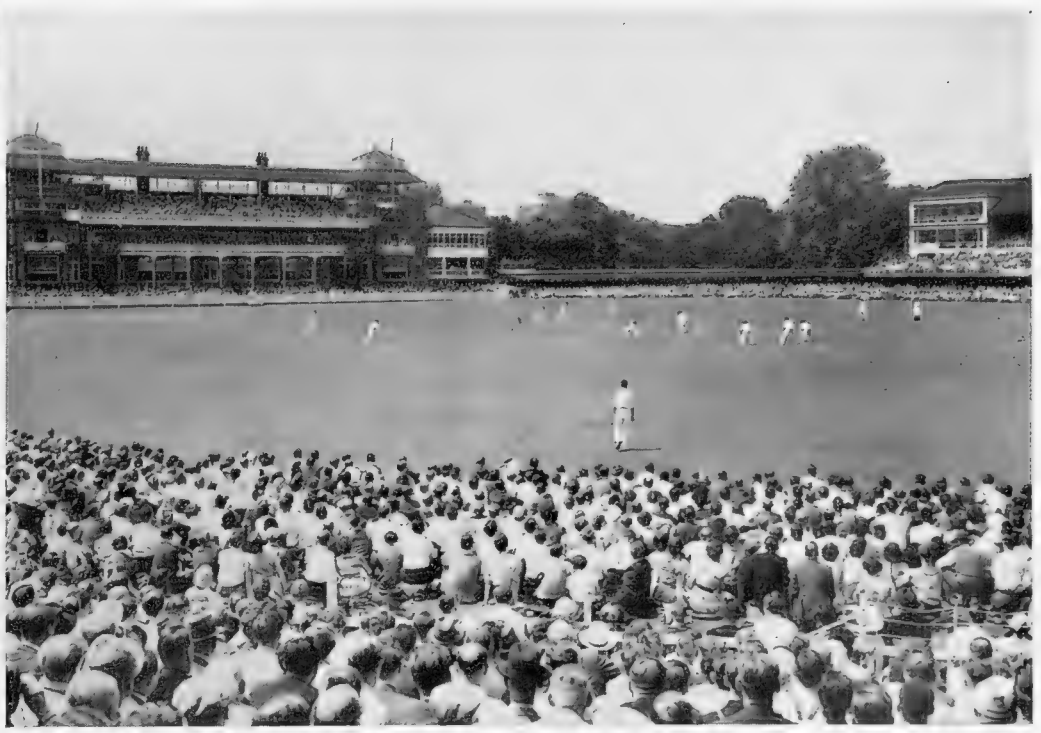


THE ELECTION OF SHERIFFS AT THE GUILDHALL, LONDON: The Lord Mayor of London, Sir Rupert de la Bère, who presided over the elections, is seen as he enters the hall. The gathering, made up of citizens of London who are of the livery of the guilds, packed the hall to overflowing. Sweet herbs were strewn on the dais and posies of old English flowers were carried by the Aldermen. The ceremony started as the Common Serjeant read the names of the three nominees for the Shrievalty. On a show of hands the Sheriffs declared that the election had fallen on Mr. Stockdale, the Aldermanic candidate, and Mr. Tremellen, who belongs to the Weavers' Company and sits for Langbourne on the Common Council. The election of Mr. Stockdale and Mr. Tremellen was confirmed at a poll held in the City last Saturday. Among other people elected was Mr. I. B. Gane, who was again elected Chamberlain; the present Bridgemasters and Ale Conners were confirmed in office; Mr. Horace Clough and Mr. D. A. Clarke were elected auditors for two years, and Mr. H. G. King and Mr. A. R. King Farlow for one further year.

BLESSING THE WELLS AT BUXTON, DERBYSHIRE—A CEREMONY WHICH BEGAN IN 1840: The scene at St. Ann's Well, Buxton, during a service conducted by the Vicar of Buxton, the Rev. Geoffrey Carlisle, assisted by the Vicar of Burbage, the Rev. H. G. Wilks, at the annual ceremony of blessing the wells. The ceremony was instituted in Buxton in 1840 to commemorate the provision of a supply of piped water to the town by the then Duke of Devonshire. The present Duke, who is Mayor of Buxton, and who attended the ceremony, is also seen in this picture. The wells are dressed with flowers and pictorial scenes worked in petals.

THE DUKE OF GLOUCESTER INSPECTING THE RIFLE BRIGADE GUARD OF HONOUR AT A WINCHESTER CEREMONIAL PARADE The parade took place at the Green Jackets Brigade Depot, Up... Barracks, Winchester, and the Duke, who is Commander-in-Chief of the Rifle Brigade, presented an inscribed silver bugle to Gen... Sir John Harding, Chief of the Imperial General Staff and Colo... of the 6th Gurkha Rifles, to mark the affiliation of the two regiments. The Coronation contingent of the 6th Gurkha Rifles, consisting ... two British officers, four Gurkha officers and twelve other ran... represented their regiment at the ceremony.

AN OXFORD HONORARY DEGREE IN LAW FOR SIGNOR DE GASPERI THE ITALIAN PRIME MINISTER: Signor de Gasperi is see... (left) with Sir David Maxwell Fyfe, the Home Secretary, ... the head of the procession to the Sheldonian Theatre, wher... honorary degrees were conferred during a ceremony last week. Behind them are Mr. Herbert Morrison, M.P., and Mr. Jacob Epstein, the sculptor. All four received the honorary degree of Doctor of Law. Next in the procession are Sir Thomas Kendrick (left), Director of the British Museum, and Mr. John Gielgud, the actor, both of whom received the honorary degree of Doctor of Literature. Walking behind Sir Thomas is Mr. T. F. Higham, the Public Orator



A GENERAL VIEW OF THE OPENING OF THE SECOND TEST MATCH AT LORD'S : The opening Australian pair, Morris and Hassett, are seen batting. *On left*—The Australian captain, Lindsay Hassett, hits a ball from Alec Bedser. In the first Australian innings, Hassett made 101 runs before retiring hurt.

Although the England XI must have gained much confidence from their near-victory at Trent Bridge, the Australians had been put on their mettle, and England cannot be said to have gained any material advantage from their first Test match. The choice of the team, however, was to England's advantage. It was a pity that May and Simpson, two very talented players, were dropped, but one had to make way for Watson, the Yorkshire player, and the other for an additional bowler—an obvious necessity if Bedser was not to be overworked. The selection of F. R. Brown, the Chairman of the Selectors, was a unique decision in the annals of cricket, but the addition of another all-rounder to the team strengthened it considerably. Record crowds saw some very evenly contested play.

WHEN BOADICEA BURNT DOWN VERULAMIUM : A scene from the St. Albans pageant entitled "The Masque of the Queen's" and depicting the battlefield outside the burning Roman city of Verulamium during an attack by the Britons. The pageant, which formed part of the city's Coronation celebrations, took place during St. Albans-tide, and followed the annual pilgrimage to the shrine of the martyr St. Alban. It told the story of almost 2,000 years of history, and portrayed the part Queens of England have played in the history of the country and also of St. Albans. More than 1,200 performers took part in the pageant and the scene was set amid the site of the old Roman city. Towering above the entire scene was St. Albans Cathedral.

VILLAGERS AT TIDESWELL ATTENDING ANOTHER OF THE DERBYSHIRE WELL-BLESSING CEREMONIES : The decoration rising above the well is executed in mosses, small flowers, petals and sands of varying shades, and was designed by Mr. O. Shimwell, the school headmaster. The centre-piece is an impression of Worcester Cathedral. Tideswell is one of many Derbyshire villages where well-blessing takes place at this time of the year. In olden times wells were of great importance in this dry limestone country, and the practice of blessing them annually has persisted.

ROMAN CATHOLICS MOURN A PRELATE—THE SOLEMN PONTIFICAL REQUIEM MASS FOR THE MOST REV. RICHARD DOWNEY, ARCHBISHOP OF LIVERPOOL : The scene as Dr. Downey's body was buried in the crypt on the site of the Metropolitan Cathedral, founded by him at Liverpool. Roman Catholics from all parts of Lancashire attended the burial. *On right*—A scene during the service in the Pro-Cathedral Church of St. Nicholas, Liverpool. The Requiem Mass was sung by the Apostolic Delegate (Archbishop William Godfrey) in the presence of the Cardinal Archbishop of Westminster, Cardinal Griffin. The Bishop of Lancaster delivered the panegyric. Since 1928 Dr. Downey had been one of the most vital figures in the Roman Catholic hierarchy of Great Britain; he died in a Liverpool nursing home at the age of seventy-two.

THE NEW CAR FERRY AT DOVER

A Great Improvement in the Sea Links with the Continent: the British Successes at Le Mans: Coronation Traffic Jams and a New Safety Kerb

BY THE "SPHERE" MOTORING CORRESPONDENT

THIS is the time of year when thousands of British motorists swarm across the English Channel with their cars for touring holidays in France, Belgium, Switzerland, Italy, and other sunny, hospitable Continental countries.

More than ever before are going by air, on the Lympne–Le Touquet and Southampton–Cherbourg services of Silver City Airways.

The majority still go by boat, but there are signs that the shipping companies realise they must look after their motorist customers better if they are to retain their proper share of the business.

They will be greatly helped in this by the new car ferry terminal which has just come into full operation in the Eastern Docks at Dover.

Built by the Harbour Board at a cost of some £750,000, it provides two new berths with 140-ft.-long loading bridges along which cars and coaches are driven on or off the ferry boats at any state of the tide; for the bridges, though they weight 140 tons, automatically rise and fall with the water.

It does away with the tedious crane-handling of cars which in the past has caused motorists so much delay and annoyance. The terminal will be used by British Railways' *Lord Warden* (130 cars) and *Dinard* (80) plying to Boulogne; the Townsend Brothers' *Halladale* (55), which operates to Calais; and the Belgian *Prinses Josephine Charlotte* (120), which shuttles to and from Ostend.

The new terminal has a park for 300 cars; a Customs examination hall capable of dealing with 80 cars at a time or 240 an hour; a petrol-filling station; and a reception building with facilities for currency exchange, postal business, refreshments, shopping and consultation with A.A. and R.A.C. officials.

Many motorists using the Southampton–Cherbourg ferry for the first time have been struck by the beauty of the scenery in the Cherbourg peninsula. It is certainly a very pleasant gateway to France, with a choice of routes, whether you are making for Brittany or going further south.

One interesting itinerary which I can personally recommend, though it may not be as direct as some, takes you down the western coast to Carteret and Granville, and affords fascinating views of mysterious Mont St. Michel.

If you go by way of Valognes, Carentan and St. Lo, through some of the famous invasion battle-grounds, don't fail to allow yourself half-an-hour to walk round the ancient town of Domfront perched on a hill beside the ruins of an old castle. It 's also a good, inexpensive place in which to eat.

If you are going abroad with a Morris, Wolseley, Riley or M.G., you are now able to take with you a book of vouchers, paid for in sterling before you leave, with which you can pay for repairs to your car up to a value of £50.

These vouchers will ensure immediate repair service at any authorised Continental Nuffield dealer or distributor operating the scheme. The vouchers are available from the Nuffield organisation, who refund your money in full if none is used.

PART OF THE RECENTLY-OPENED TRADE HALL IN ROTTERDAM, HOLLAND, WHERE CARS CAN BE DRIVEN UP TO THE THIRD FLOOR: This gigantic building is claimed to be the largest in Western Europe and an interesting feature is that cars and lorries can be driven up to the first, second and third floors. *On right*—One of the entrances, showing the ground-floor road and road up to the first floor.

The one-two Jaguar victory at Le Mans, in the world's toughest sports car race, was another wonderful Coronation tonic for Britain.

When suave Tony Rolt and burly Duncan Hamilton completed the twenty-four hours at an average speed of 105.85 m.p.h. with a total of 2,534.6 miles on the speedo. of their 3½-litre XK120C two-seater, they not only set up a new record for this classic event, but also gave Britain her eighth Le Mans victory since the race was first run.

Prior to this year's Grand Prix d'Endurance, Britain and France had both won seven times. But it was the Italian opposition, not that of France, which Britain feared most this year, for Italy were making a three-pronged attack with carefully-prepared, works-entered Ferraris, Alfa-Romeos and Lancias.

Yet look what happened! The Jaguars, helped considerably by new-style disc brakes which enabled their drivers to brake harder and later, went so fast that one by one the Italian cars fell out, unable to stand the strain.

Out of four Ferraris, three Alfas and four supercharged Lancias, only one—a Ferrari—was still motoring at the end of the twenty-four gruelling, exciting hours. This finished fifth.

In second place was the Jaguar of Stirling Moss and Peter Walker. That of Peter Whitehead and Ian Stewart was fourth. And to complete the joy of Mr. William Lyons, the Jaguar chief, another Jaguar, privately entered by a Belgian, finished ninth.

To have four cars start and have four finish among the first nine of the twenty-six which kept going to the end is an achievement of which Jaguars can be proud; and especially Bill Lyons, Bill Heynes (chief engineer), Mortimer Morris-Goodall (*chef d'equipe*) and "Lofty" England (pit manager).

After the Italian assault had fizzled out, and the French Talbots and Gordinis had shown they were not quite good enough either, the main threat to the Jaguars were the Chrysler-engined Cunninghams, entered by that American sportsman Briggs Cunningham.

They all finished—in third, seventh and tenth positions, which was a very creditable effort by a popular team. Praise is also due to the 2.9-litre Austin-Healey Hundreds, two of which kept going so well that they finished twelfth and fourteenth at an average speed of about 90 m.p.h. Not bad for a car that sells for a basic price of only £850, and which—unlike most of the other cars in the race—can be bought in the form in which it appeared at Le Mans.

MR. ALAN HESS OF THE AUSTIN MOTOR COMPANY IS HONOURED BY THE FOUR-CYLINDER CLUB OF AMERICA: Mr. Hess (on left) is seen being presented with a pair of gold cuff-links and a gold plaque by Mr. Curt Parker, a founder member of the F.C.C.A. The presentation, which was held in London, was to commemorate Mr. Hess's election to Honorary Life Membership of the Club.

Traffic jams during the Coronation period have again focused attention on the serious problem of congestion in Central London. They have shown dramatically and alarmingly what conditions will be like in a few years if those responsible fail to deal with the matter drastically and realistically.

A step in the right direction has been promised by the Home Secretary, Sir David Maxwell Fyfe, who announced in Parliament he is going to consult the Metropolitan Police on the problem of obstruction caused by parked cars in London.

But shouldn't Sir David be doing that already? And shouldn't he be doing it all the time? Some time ago we were given details of a bold plan to build underground car parks below certain of London's famous squares. When, I wonder, shall we hear any more about this practical plan? The chances are it will simply be pigeon-holed like a good many other inspired plans for the relief of Britain's traffic problems.

The car in which the late Mr. John Cobb set up for Britain a new world land speed record of 394.2 m.p.h.—it still stands—has been bought from his executors by the Dunlop Rubber Company. They have moved it from Weybridge, Surrey, to Fort Dunlop, their factory at Birmingham.

The Napier-Railton Special will be on exhibition there for some time. It will then be put on view in various parts of the British Isles. For some time past the massive, Dunlop-tyred car has been stored in Thomson and Taylor's workshops in the middle of the old Brooklands track. It was here that this engineering firm built the body for Cobb's car.

He set up his remarkable five-years-old record on Bonneville Salt Flats, Utah, on September 16, 1947, using two Napier aero engines cooled by ice. On one of his two runs in opposite directions Cobb did over 400 m.p.h.

It 's a far cry from John Cobb's speed monster to some of the fifty-year-old pioneer cars which took part in the Coronation parade of veteran cars. This event, organised by the Veteran Car Club, was an outstanding success.

It was the biggest of its kind ever held anywhere. There were 220 cars entered; 198 started and 195 finished. The "old crocks"—I use the word affectionarely—had first to assemble in Hyde Park, and there were prizes for the cars which travelled farthest to Hyde Park under their own power within certain time limits. The two main prizes in this part of the event were awarded to Major J. Gardiner of Lymm, Cheshire (1902 Wolseley) and Mr. C. B. North of Bilton, near Hull (1907 Singer).

Then there was a timed run from Hyde Park to Windsor. Drivers could set their own average speed. There was a secret check soon after the start and the speed recorded by each driver over this section was taken as the average he wished to maintain and marks were awarded on that basis.

The cars which won the four classes for this timed run were: 1899 Star (Mr. H. G. Chalkden, of Rainham, Kent), 1904 Panhard (Mr. R. L. Bennett, Chislehurst, Kent), 1908 Renault (Mr. C. A. Shillan of Rochford, Essex) and a 1914 Perry (Mr. S. J. Humphries, of Woking).

The Shuttleworth Trophy for the car which did best in both the Hyde Park rally and the run to Windsor went to Air Chief Marshal Sir Alec Coryton, a former R.A.F. and Supply Minister Chief, now with the Bristol Aeroplane Company.

Engineering is Sir Alec's hobby and he has a well-equipped private workshop in which he restored and tuned the 1902 De Dion Bouton with which he won the premier award in the Coronation Rally.

Latest car price reduction is a drop of £150 on the basic price of the 2-litre Triumph Renown, elegant saloon with knife-edge styling. Its list price is now £775, to which must be added £324 purchase tax, making a total of £1,099, compared with the old total of £1,311 10s.

Speaking of this Triumph product reminds me that I recently had the use, for a few days, of a Mayflower, "kid sister" of the knife-edge Renown. What a splendid car it is! Quiet-running, economical and comfortable, it is the sort of car of which you grow very fond.

The angular treatment of the coachwork may not be to everybody's taste, yet there is a distinction about it which many motorists admire. The 1,247-c.c. (9.9 h.p.) Mayflower has a sturdy side-valve engine with an excellent top gear performance and seems to manage perfectly well with a three-speed gear-box.

You get a good all-round field of vision from inside the Mayflower and good brakes and light, positive steering are other factors which help to make it a "safe" motor-car. On the other side of the balance sheet is a tendency to roll on corners.

Motorists had a bit of a shock the other day as they cruised past the Grand Union Canal between Bletchley and Linslade, in Buckinghamshire. They were amazed to see cars being deliberately driven against a concrete kerb.

There was no cause for alarm. It was a demonstration of the Dahl safety kerb, which was invented in Denmark and has proved very successful in that and other countries. The Dahl kerb is built of reinforced concrete and is shaped in such a way that if the front tyre of a car is driven against it, even at high speeds, the wheel is deflected along the kerb, which also produces a braking effect. They think of everything, nowadays!

A CUP OF TEA BY THE WAYSIDE FOR THE CONQUEROR OF EVEREST : Edmund Hillary is seen (right) with his colleagues of the British Mount Everest Expedition as they made their way back from the base of Everest to Katmandu, the capital of Nepal, where they were showered with honours. Hillary is to be made a Knight Commander of the British Empire.

EVEREST'S CONQUERING HEROES

Hillary, Tensing, and their Colleagues Return to Katmandu

The ten minutes that Hillary and Tensing spent upon the roof of the world have aroused world-wide admiration, also one fruitless argument regarding who got there first, started by ardent young Nepalese Nationalists. Since then the conquerors of Everest have made their way home, first through the upland villages, then through the Valley of Nepal to Katmandu, where honours were showered upon them by the King, and then to Delhi, where last week-end there were more receptions for Colonel Hunt and his men, the congratulations of Premier Nehru and of a great concourse of admirers. These pictures were taken during the return to Katmandu from the base camp, and also in the Nepalese capital.

At Delhi, where Hillary and Tensing had to face a hero-worshipping crowd of some thousands, Tensing appealed for an end to the current controversy. Hillary, he said, would be his *atma satia*—life companion—and "neither of us could have reached the top alone or descended alone without the close co-operation of the other."

AFTER THE KING OF NEPAL HAD HONOURED THEM : Tensing and Edmund Hillary at Katmandu, where they were received by King Tribuvana, Tensing receiving the Nepal Star and Hillary the decoration known as The Mighty Right Arm of the Gurkhas, the Gorka Dakshina Behu.

VICTORY SMILES : Hillary and Tensing seen together after their long trek through the upland villages. All along the route from Mount Everest they were garlanded with flowers and greeted with songs and dances.

COLONEL JOHN HUNT AND TENSING DISCUSS THE LATEST DEVELOPMENTS : The leader of the Everest Expedition talking over the problem of publicity with the sirdar of the porters, an unpleasant situation having arisen over Nepalese claims that Tensing was the real conqueror of Everest. After this meeting Tensing put out a statement to help ease matters.

HILLARY READS HIS MAIL : The climber rests in camp and reads letters brought to him during the journey back to Katmandu. He has been showered with congratulations from every corner of the world.

The World of Books—By VERNON FANE

WINCHESTER, YEATS AND RUSKIN

The Story of the English Cathedral City by Brian Vesey-Fitzgerald; and a Further Selection of Letters

THERE are some authors, just a few of them, whose books have an almost compulsive attraction, and this is not, if they will forgive me, because they write better than any of their fellows, but because it always seems that the subjects they choose are just the ones about which I feel I *have* to read. Of course, there is more to it than that, and more in the author's own magic than the choice of a theme. Neither cricket nor cathedral cities are the mainsprings of my interest, and yet when Neville Cardus or Brian Vesey-Fitzgerald write, I must read. WINCHESTER (Phœnix House. 18s.) is by the latter gentleman, and it is a guide-book, a history and a delight for anyone who has the slightest feeling for the English countryside and the English characters who have helped to adorn it with their buildings or their planting. The cathedral, the school and the city itself are fairly dealt with here, the photographs, on a conventional pattern, are excellent, but it is the text itself, scholarly, humorous and wonderfully readable, that make this book so worthy of recommendation.

The letters of the great and the merely famous to their women friends appear to be a constant source of interest to publishers and some readers. Now we have W. B. YEATS—Letters to Katharine Tynan (Clonmore and Reynolds. 18s.), a collection written over the years from 1887 to 1892, when the correspondence tapered off, not from a failure in friendship but because their ways lay further apart. Yeats was twenty and Miss Tynan, who later made a name for herself as a writer too, was twenty-four. Theirs was not a romance but a steady and affectionate comradeship and a mutual literary appreciation. The letters, although some of them deal with trivialities, are all revealing of the poet's original turn of mind.

H. M. TOMLINSON IS EIGHTY : A portrait of the celebrated author in whose honour Hutchinson have just published *H. M. Tomlinson : A Selection From His Writings*, by Kenneth Hopkins. This is the first selected edition of his work. Mr. Tomlinson joined the *Morning Leader* in 1904 and during the Great War was an official war correspondent. His first book, *The Sea and the Jungle*, was published in 1912, and *All Our Yesterdays* in 1930.

THE GULF OF YEARS (Allen and Unwin. 9s. 6d.) is an odder and in some ways a more interesting collection, being the love-letters written by John Ruskin in 1887 and 1888, when he was already a man of sixty-eight, and the young art student, Kathleen Olander. This lady, now Mrs. Kathleen Prynne, has saved Ruskin's letters and has consented to their publication with her own simple and candid comments which give real vitality to the words and the sentiments written so many years ago.

Although the actual ceremony of the Coronation is now past, it remains not only a vivid memory but the central fact of this summer and this year, a focus of our interest and a happily inexhaustible talking point. In this connection, and unlike the other ephemera of Coronation books, I recommend DEDICATION (Heinemann. 10s. 6d.), which is a selection from the Queen's speeches, each of them only brief passages, but each of them showing so clearly the young wisdom and the grace of mind of the lady who is Her Majesty Queen Elizabeth II. Miss Joan Werner Laurie, who has compiled the book, has illustrated each extract by a photograph, chosen with great imagination, and underlining, as it were, the meaning of the text.

Dr. Henry Yellowlees is one of this country's leading psychiatrists, and his book, which he has subtitled *Commonsense Psychiatry for Lay People*, should have the serious and intelligent attention of anyone who gives more than a surface, fleeting thought to the problem of insanity. TO DEFINE TRUE MADNESS (Sidgwick and Jackson. 12s. 6d.) is, in fact, a serious work, but it is also lucid, uncluttered with incomprehensible terms, and as understanding of its main subject as it is of most readers' ignorance of it.

JUST A WORD IN YOUR EAR (Stanley Paul. 12s. 6d.) is a remarkably apt title for Mr. Raymond Glendenning's memoirs of his years of broadcast commentaries on racing, boxing, tennis, football and every kind of sport that could be expressed and described in words to an unseen audience of millions. In the foreword his friend, Sir Gordon Richards, wishes him a winner and lots more of them; the fact that Mr. Glendenning's style is as breezy and as enthusiastic on the printed page as over the "mike" should guarantee at least one for him.

Mr. P. Fitzgerald O'Connor from time to time pursues an even more strenuous vocation than B.B.C. commentator, for he is one who thinks almost nothing at all of going out in a smallish, frailish boat fishing for sharks. SHARK-O! (Secker and Warburg. 15s.) is magnificent reading, and if the risks the shark hunters take frighten you into fits, don't blame me!

Mr. Austin Coates has written INVITATION TO AN EASTERN FEAST (Hutchinson. 21s.) about his experiences in India, Burma and Hong Kong, and the truest and at the same time the most complimentary thing that I can write about it is that it is a young man's book. It has the vitality of youth, the freshness, the slight but disarming over-writing, and the conviction that a new impression of an old country is worth recording. I liked the book a lot, and enjoyed the cover designs by Jamini Roy, one of India's most famous living artists.

CRY FOR SHADOWS (Peter Davies. 12s. 6d.) opens in the shared dressing-room of a small provincial theatre, a background and a form of existence which Mr. Alex Atkinson renders to perfection, but it is by no means a novel of backstage life. Rather it is the story of a man so ordinary in appearance as to be practically invisible, and yet whose early life has been dramatic, even violent. If there is a single false note in this story, I did not find it, and the characterisations of local Romeos, nice, uncertain girls and stolid youths is just as good as gold.

A LITTLE MADNESS (Bodley Head. 12s. 6d.) is a novel by Mr. Peter Vansittart, and it is disconcerting, not for the reasons the reader and the author might have expected, but because it is old-fashioned. Not old-fashioned in the manner of Trollope and Black and Corelli, or even Mackenna and Moss and Hichens, but with a more recent overlay of overwriting. The preciousness of some of the passages in Mr. Vansittart's 1953 novel have to be read to be believed—by anyone but a late Edwardian. Thus: "Beyond the window a long soundless wail of moonlight was stiffening over Kensington Gardens as the wind tore apart the year." Many of us are old enough to remember that kind of stuff, but many of us are, mercifully, old enough also to remember Saki's glorious demolition of the affectation and the style. How young can you get, Mr. Vansittart?

Mr. Neil Paterson writes of a Czech circus owner and his escape, almost complete with circus, from behind the iron curtain. It is a wonderful little book, and so immediate and real that the impulse is to say, "If that isn't real, it ought to be." Altogether MAN ON THE TIGHT ROPE (Hodder and Stoughton. 7s. 6d.) is something to read with excitement and remember with pleasure.

VIDEHI (Macmillan. 15s.) is a sincere and sometimes moving novel by Mr. C. L. Holden, on the theme of a very young Indian girl who makes a first marriage of convenience with a man whom her parents have chosen, leaves him, wins a University scholarship and starts on the first steps of a doctor's career. She is intent and earnest, but she is also growing into an extremely attractive woman, and another problem soon complicates her life. Mr. Holden is evidently both well informed and sympathetic to the *milieu* he describes, and, indeed, his book tends to widen the focus of the reader's interest.

A TALE OF TWO WORLDS (Chapman and Hall. 15s.) is, in fact, a long, detailed and happily sentimental story of Austria and Canada told by Miss Georgina Sime and Mr. Frank Nicholson, who has been her lifelong literary collaborator. There is something artless about Miss Sime's writing; artless and yet wise with the wisdom of more than half-a-century's experience of Europe and Canada where, in 1925 and at John Galsworthy's suggestion, she founded a branch of the P.E.N. Club. The novel is warm and sympathetic, and something more than that: it has the sound, affectionate worldliness of a favourite grandmother.

Miss Jane Oliver is an historical novelist of considerable power whose chosen field is medieval Scotland, and whose new novel, CROWN FOR A PRISONER (Collins. 12s. 6d.), tells the story of young James Stewart, the eager and brilliant child who became the first King James of Scotland at the age of twelve, and spent the next eighteen years in custody, raging less against the usurping King Henry IV than against his own kinsmen among the Scots who found his enforced absence so convenient to themselves. Miss Oliver's style swings between the solemn and the highly dramatic, but the result is a book that has some genuinely stirring moments, and the evidence of sound research.

STEMMING THE TIDE (Cassell. 30s.), *the fourth volume of Sir Winston S. Churchill's post-war speeches, covering the end of his period in Opposition and his return to Westminster as Prime Minister, is edited by his son, Randolph Churchill.*

COVER OF DARKNESS (Chatto and Windus. 12s. 6d.), *by Air Commodore Roderick Chisholm, with a foreword by Air Chief Marshal Sir William Elliot, "is essentially a book about the air by an airman." There are several illustrations.*

PLANTS INDOORS (Putnam. 18s.), *by C. R. Boutard, gives full instructions on how to grow and arrange them. The volume, with its mass of information, is profusely illustrated.*

The aim of **THE ANCIENT CITY OF ATHENS: Its Topography and Monuments** (Methuen. 25s.) *by Ida Thallon Hill, is to present the results of excavations in the Greek capital during the past two or three decades and to relate them to what was already known*

A MIXED BAG

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By degrees the world has come to regard Andre Gide as a massive figure dominating the literary scene of the twentieth century, a novelist of subtlety and power advocating a highly-charged, unafraid attitude towards life, showing very clearly in his work the influence of Nietzsche and Dostoievsky. All these things are beyond doubt true, but it is a relief for a change to see the great Gide in rather more human perspective. His lifelong friend, and for the most part admirer, Roger Martin du Gard, presents a most human portrait of the great writer in NOTES ON ANDRE GIDE (Andre Deutsch. 9s. 6d.). This may be a slim volume of only 100 pages, but it is full of friendship and discernment. We see Gide's pettiness, his strange quirks and private obsessions about his health, his occasional pomposities and solemnities, but, above all, his true serenity of spirit, and in his last days his exemplary submission to the laws of nature. Neither old age, nor illness nor the nearness of death would allow him to accept the hypothesis of the Beyond. Gide's obsessions about heat and cold and the care of his health provide some of the livelier stories in this book of many anecdotes, not least the occasion in the cinema in Nice when he sought to take his trousers off to remove his second pair of under-pants which he had unwisely donned. Threats to leave him at once dissuaded Gide from this rash adventure.

It was inevitable that one day somebody would produce a THE LONDON WEEK-END BOOK, and here it is, the work of Francis Marshall, a very pleasant anthology in words and pictures, with something of the nature of a guide-book but none of the familiar techniques. The publishers are Seeley Service and the price is 12s. 6d. In many ways this is an ideal volume for the visitor to the great city in this Coronation year of hectic activity. It is rich in fare and made palatable by good writing.

Guide-books are, indeed, much to the fore among the new books, appearing appropriately as the holiday season gets under way. Among them Fodor's Modern Guides have a special following, as they seem to place primary emphasis upon the human values of travelling in a foreign country. The latest edition is GERMANY 1953 (Newman Neame. 15s.). This is a grand volume of over 330 pages with chapters on eating, drinking, shopping, where to go, what to see, and as much information about the people generally as there is about the places visited. The Fodor technique has clearly much to commend it. By contrast, Ward Lock's Tourist Guides and Benn's Blue Guides are more conventional, but they are both accurate and exhaustive, and have excellent maps. The latest additions are BRITTANY (Ward Lock. 15s.) and NORTHERN ITALY (Ernest Benn. 30s.). Finally, there is the DUNLOP GUIDE TO GREAT BITAIN (Burrow and Company. 7s. 6d.). This is essentially for the motorist, and full of relevant information about the cities and towns of Britain and the facilities they offer.

Ian Peebles, that redoubtable fast bowler who made his first appearance against Australia nearly a quarter-of-a-century ago, and so looks back on modern-day cricket with the eye of experience, has produced a delightful volume TALKING OF CRICKET (Museum Press. 12s. 6d.). A good bowler has the knack of summing-up others. Ian Peebles can, it seems, do that both on and off the field of play, and some of his descriptions of contemporary players and of the giants of old thereby gain immeasurably in force.

What of Oxfordshire without the City of Oxford? The answer is that it is a county which draws to itself much of the beauty of South-Central England, and in the latest addition to the Shell Guides, OXFORDSHIRE, is a series of excellent drawings and photographs. John Piper has written the text and the book is published by Faber and Faber at 12s. 6d.

Lastly, here are five books for the angler. First among them, because it is for the beginner, is Eric Taverner's INTRODUCTION TO ANGLING (Seeley Service. 15s.). This is No. 1 in the Beaufort Library, edited by the Duke of Beaufort. Eric Taverner's name is widely familiar for he is one of the greatest living authorities on angling and a most attractive writer on the subject. A FISHERMAN'S METHODS AND MEMORIES (Seeley Service. 12s. 6d.) is by Walter H. Barrett. This may well prove a most valuable aid to successful salmon and trout fishing. Richard Walker, who has developed important new techniques in coarse fishing, is the author of STILL WATER ANGLING (Macgibbon and Kee. 18s.). His book is very fully illustrated with photographs and sketches. For the specialist there is Edward Ensom's textbook on ROACH AND DACE FISHING (Seeley Service. 7s. 6d.) and Dr. W. J. Turrell's PIKE FISHING (Seeley Service. 6s.).

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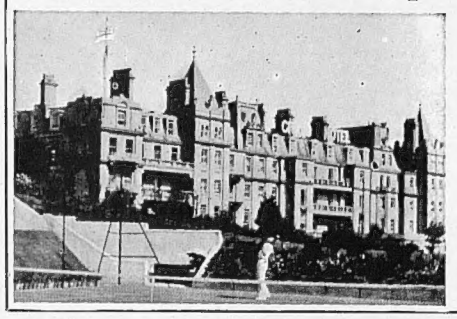

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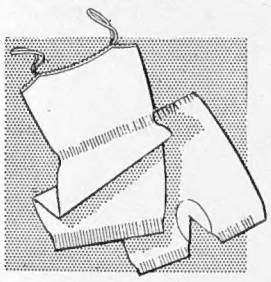

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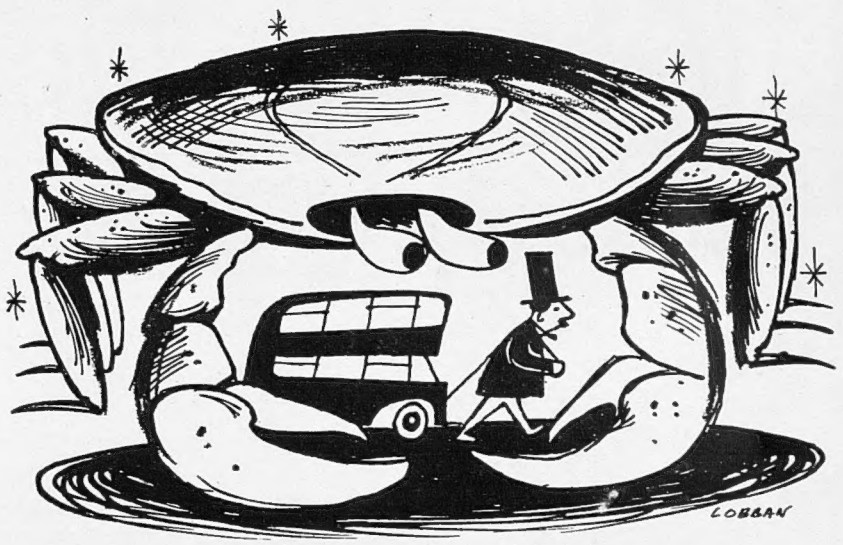

CANCER-THE CRAB

JUNE 22—JULY 23 People born under the sign of Cancer, the Crab, should show caution in buying London buses from strangers. Astrologers predict that the All England Lawn Tennis Championships will be won in the finals. Thursday to Wednesday is an auspicious time for drinking Pimm's, but disagreements may be looked for if the Pimm's is not prepared properly.*

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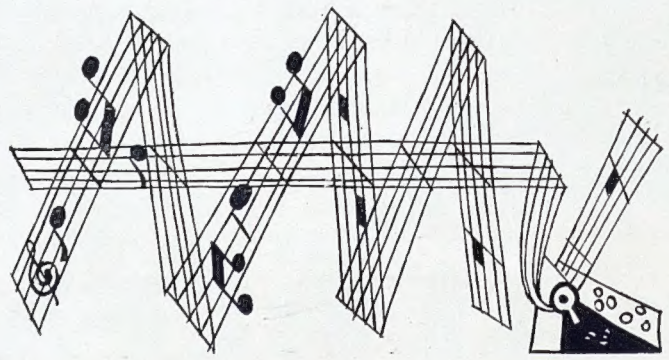

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